

# Glasgow's Active Travel Strategy 2022-2031:

Report on the draft strategy consultation  
held October-December 2021



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## 1. Introduction

Glasgow's Active Travel Strategy 2022-2031 (ATS) forms part a suite of transport-related plans and strategies currently being developed and/or refreshed by Glasgow City Council to create a modern and resilient transport system for Glasgow. This includes the Glasgow Transport Strategy, the Liveable Neighbourhoods Plan and the City Centre Transformation Plan.

The ATS, in superseding Glasgow's Strategic Plan for Cycling 2016-2025, is a recognition of the current focus on the climate emergency and the important contribution that all forms of active and sustainable travel can make towards achieving our goal of net zero carbon by 2030, as well as delivering on other outcomes for the city around health and wellbeing and an inclusive and equitable economy and society.

The ATS aims to deliver significant modal shift across the city over the next ten years, through delivering on its vision that: [“walking, wheeling and cycling in Glasgow will be the first and natural choice for everyday journeys, for people of all ages and ability, to travel locally to schools, to shops, to work, or to the city centre”](#).

The strategy has been shaped around three core themes:

1. Connectivity, People and Place: rebalancing our streets and space – through enabling city and neighbourhood connections, and with a core output being the proposed City Active Travel (Cycle) Network and related technical document;
2. Unlocking Change: enabling everyone to walk, wheel or cycle - through training and education, and collaboration and engagement in our communities;
3. Thinking Differently: motivating and sustaining change – through promotion and messaging and a series of events and activities to build in legacy.

The draft strategy for consultation detailed the three themes, their sub-themes, related policies and actions. Further supporting documents outlined the key actions proposed for each theme/sub-theme. The strategy document, the action points documents and the City Network proposals formed the basis of the public consultation.

The aim of the consultation was to: open a dialogue with stakeholders and the general public and gather feedback on the themes, sub-themes, policies and key actions proposed; to seek agreement or otherwise on the same; and to identify any gaps or omissions within the strategy, with the results shaping the final versions of the same.

This report details the activities and outcomes of the eight week discussion and consultation period.

## 1.1 Approach taken to the consultation

Due to some Covid-19 related restrictions still being in place as the consultation period approached, the decision was taken to run a 'hybrid' consultation, to include a number of in-person events which were restricted in attendance numbers, with a number of additional online discussion sessions.

The decision to include a number of in-person events was made after some external stakeholder organisations reported 'online fatigue' among their client groups. The risk of cancellation of events due to short-notice changes related to Covid-19 was mitigated by attending events that were either a) hosted by stakeholder organisations on their own premises, or b) pre-planned community-based events/drop-ins which were not necessarily exclusively about the ATS, but which nevertheless offered the opportunity to discuss the ATS with members of the public.

Further online discussion sessions were offered to a number of groups / organisations to ensure that on the whole a broad range of community representatives and stakeholder organisations were reached. Such online engagement had worked well in the major public and stakeholder engagement on transport issues in September/October 2020, and which was also used by the "Glasgow Transport Strategy discussion & consultation on a Draft Policy Framework" which ran concurrently with the ATS consultation (18<sup>th</sup> Oct – 3<sup>rd</sup> Dec 2021).

**The ATS consultation ran from 12<sup>th</sup> October to 5<sup>th</sup> December 2021.**

## 1.2 Format of the consultation

The consultation consisted of three main elements:

1. Online survey on the strategy's themes, policies, and actions - hosted on GCC's Consultation Hub
2. Online Commonplace mapping of the City Network proposals
3. Engagement workshops and discussions, in-person and online

## 1.3 Information and Communications

In support of the above activities, information was made available via:

- a) GCCs [Active Travel web page](#) which host basic information about the strategy and consultation, pdf versions of the draft strategy and its related documents, and links to other relevant sites including the consultation hub Survey
- b) A [StoryMap](#)
- c) Supporting hard copy materials in the form of A5 flyers and A4 copies of the draft strategy were additionally made available and distributed across the city, including to all public libraries.

The communications approach included ongoing dialogue and email communication with internal and external stakeholder organisations – especially members of the GCC's Active Travel Forum - and through community representatives as

intermediaries to the general public; and direct communications with the general public via social media platforms (mainly Twitter and Facebook).

The following activities also took place:

- Immediately pre-consultation, on Tuesday 5<sup>th</sup> October, a [press release](#) about the City Network was issued by the Council; this was picked up by several newspapers and journals.
- The consultation was formally launched a week later, on 12<sup>th</sup> October, was marked by a webinar hosted by Landor, entitled “[Delivering an Active Travel Strategy](#)” and including several keynote speakers, and introduced by Councillor Anna Richardson, the City’s Convenor for Sustainability and Carbon Reduction (recording available on YouTube).
- The forthcoming ATS was discussed during COP26 at the ‘[Power of the Bike](#)’ event hosted by the UCI (Union Cycliste International) at Glasgow’s Lighthouse.

#### 1.4 COP26

It should be noted that prior to the consultation it was anticipated by both the ATS and Comms teams that COP26 (held 31<sup>st</sup> Oct – 12<sup>th</sup> Nov) would present a significant opportunity to promote the ATS consultation and gain a significant boost in the public’s interest in it due to the wider discussions around sustainability and the climate emergency.

Unfortunately, significant negative social media discussions about active travel in Glasgow during COP26 resulted in a curtailment of GCC’s promotion of the ATS during this period. The ATS team instead dedicated time to ensuring that partner and stakeholder organisations continued to reach out to their contact networks in order that some promotion of the consultation could continue.

Printed materials were also necessarily mailed or hand-delivered by the ATS team as the usual internal distribution networks were not available during the COP26 period.

#### 1.5 Who was engaged with

Summary of Consultation engagement Activities (see also the table in Appendix A):

##### **In-person:**

- Bike for Good – West hub (a mid-week evening)
- Bike for Good – South hub (a Saturday)
- Bike for Good – Central hub (a mid-week day time)
- St Paul’s Youth Forum at Blackhill – youths session
- Glasgow Eco Trust (GET) at Scotstoun –volunteers, walk and ride leaders
- (*GET additionally held a separate, self-organised online event*)
- (*Bikes for Refugees at Govan - event cancelled due to lack of pre-interest*)

## Online:

- Glasgow Disability Alliance – 2 separate sessions for members
- Elected Members political party groupings: Green, Labour, SNP, Conservative (Independents did not respond)
- Community Councils – joint session with Glasgow Transport Strategy consultation on proposed policies
- Universities and colleges across Glasgow (staff from different departments and student representatives)
- GCC's Active Travel Forum - update meeting
- (*Health Walk Leaders online event cancelled due to lack of pre-interest*)

The team additionally attended the following drop-in events which presented a more informal opportunity to speak to members of the public:

- Woodside Making Places community event – Sat 23<sup>rd</sup> October
- Liveable Neighbourhoods Plan drop-ins Fri 22<sup>nd</sup> Oct (Bardowie Street); Tues 26<sup>th</sup> Oct (Langside Library); Weds 27<sup>th</sup> Oct (Toryglen); Thurs 28<sup>th</sup> Oct (Possilpark)
- COP26 'Dr Bike' repair and refreshment stations at Broomielaw (8<sup>th</sup> Nov, pm) and Kelvinhaugh Street (9<sup>th</sup> Nov, am).



*Example of Dr Bike repair station - Broomielaw*

## 2. Consultation Hub Online Survey

### 2.1 Characteristics of Respondents

The survey was hosted on the Council's Consultation Hub and included a total of 13 questions about the strategy, its policies, themes and action points, with a few additional socio-demographic questions. The questions were posed to gauge the amount of support for the policies and actions for each of the three themes, and including the City Network proposals.

The table below shows the number of responses / comments at close of consultation (5th December):

In total 1,183 online survey responses were received.

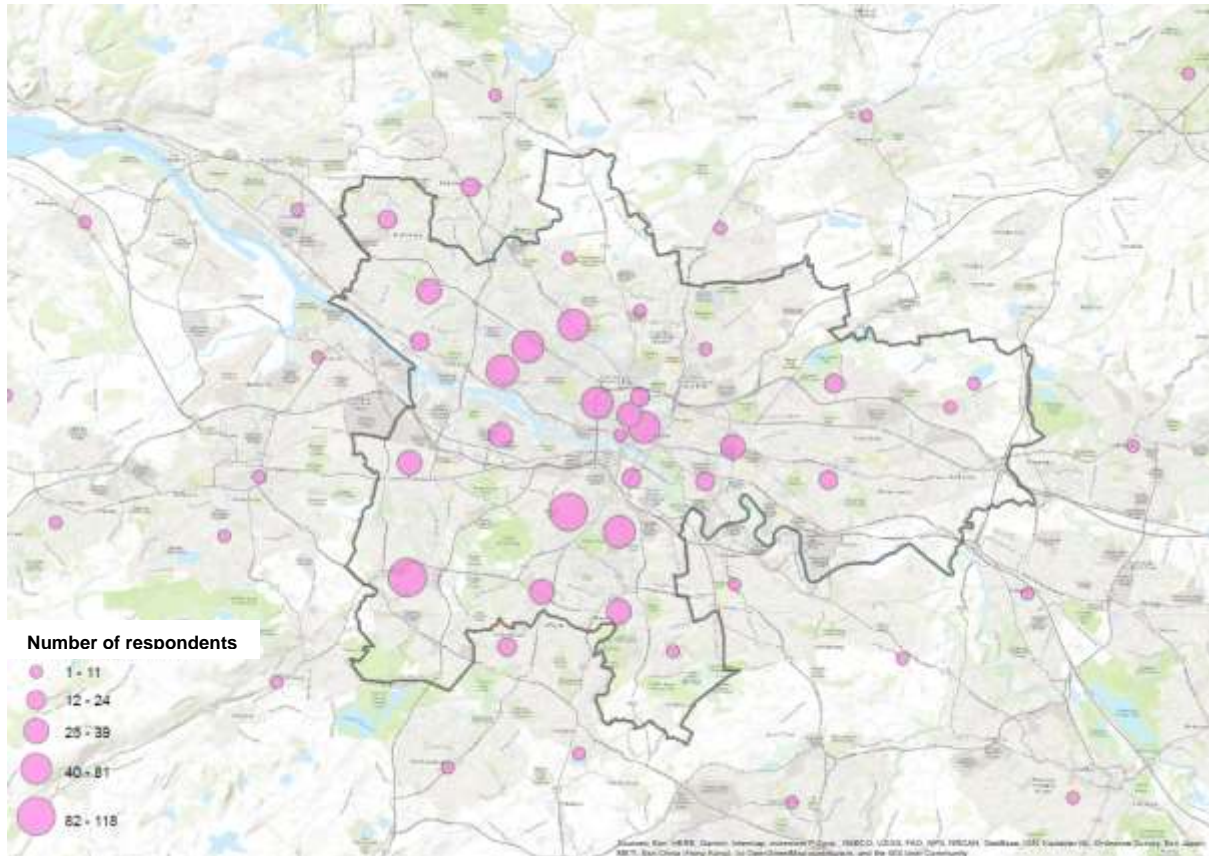
<b>Consultation Hub Online Survey</b>
<b>1183 total responses</b>
579 comments on Theme 1
406 comments on Theme 2
277 comments on Theme 3
441 final comments

#### 2.1.1 Geographic distribution of respondents

In terms of who answered the survey, over 95% responded to the Survey as Glasgow residents:

<b>Place of residence</b>	<b>No. of responders</b>	<b>%</b>
Glasgow	1127	95.3%
Not Glasgow	56	4.7%
<b>Grand Total</b>	<b>1183</b>	

The following map shows the spatial distribution of the survey respondents, based on their home postcode district (e.g. G14). The size of the circle corresponds to the number of respondents from that postcode district. A total of 4% (54 people) did not respond to this question (blank or erroneous data).



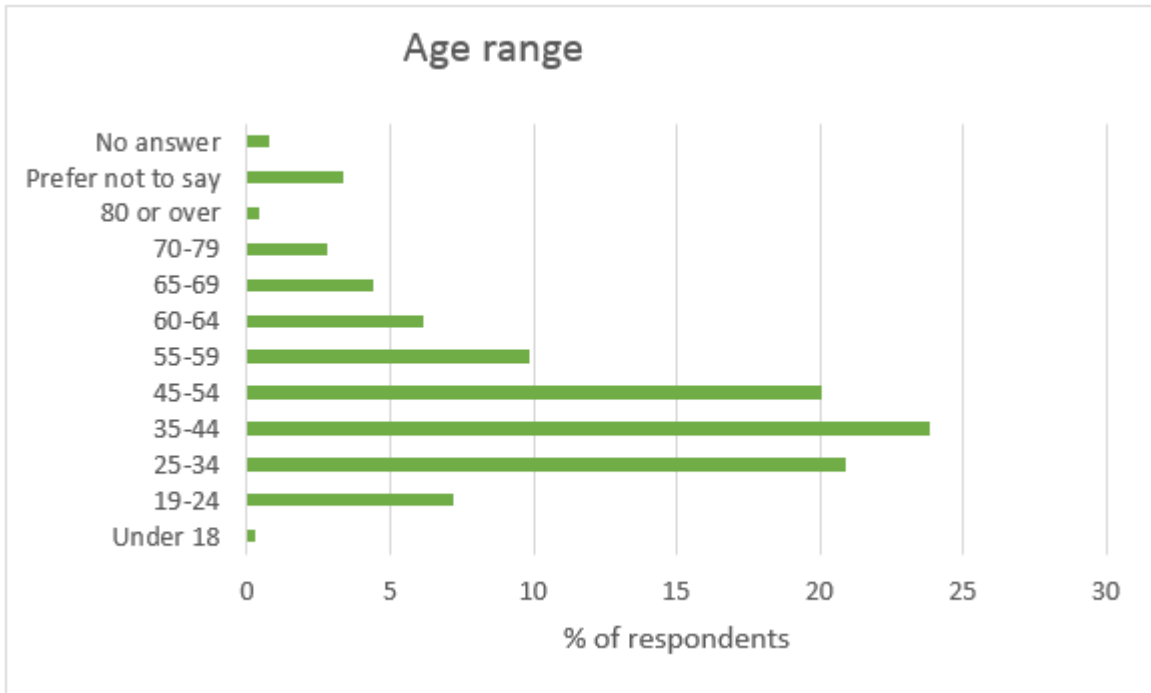
*Number of respondents to Consultation Hub survey - by postcode district*

### 2.1.2 Socio-demographic-economic characteristics of online survey respondents

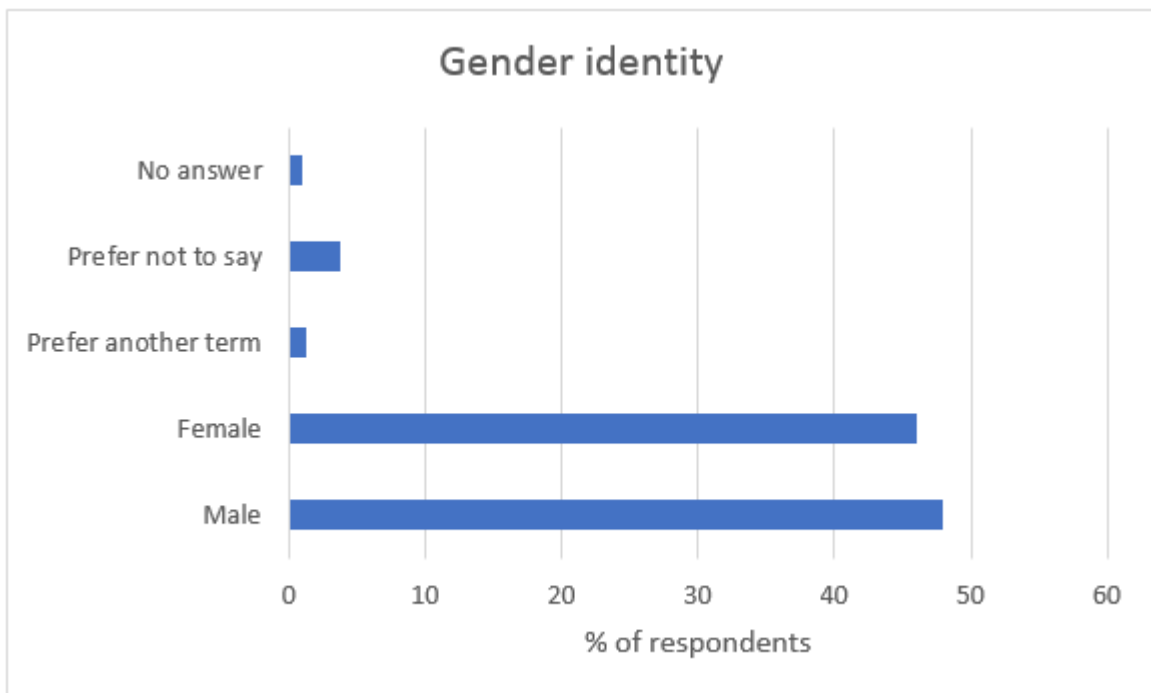
The following shows a break-down of the characteristics of the respondents to the Consultation Hub survey, by age, gender, ethnicity, disability and employment status.

**Age:** A broad range of ages was represented by the respondents, but with working-aged people - between the ages of 25 and 59 - making up 75%. Three age ranges each accounted for approximately 20% of respondents: 25-34, 35-44 and 45-54. However, only 7% of responders were over the age of 65, which is in contrast to Glasgow's overall of 13.5% in this age group. Again approximately 7% of responders were under the age of 25, while this age group makes up 28% of the population Glasgow-wide.

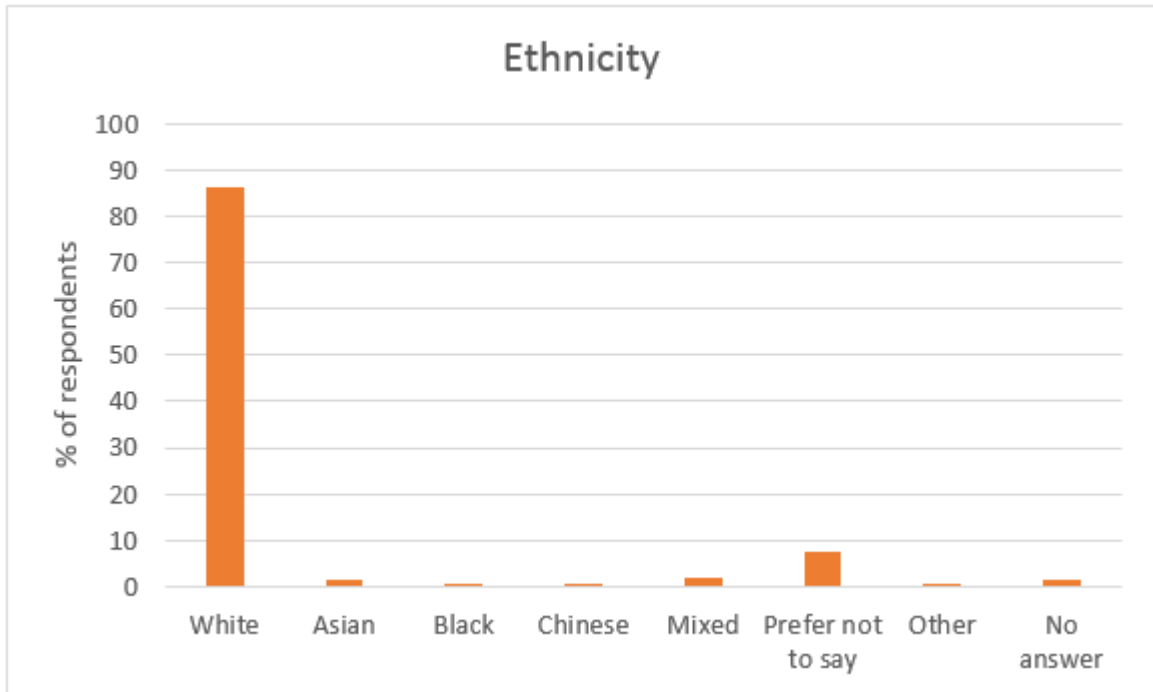




**Gender:** survey responses show almost equal representation from men (48%) and women (46%). This is broadly representative of Glasgow as a whole which has [50.9% females and 49.1% males](#) living in the city. Women are generally under-represented in active travel with, for example, around half the number of women (at 32%) cycling as compared to men (68%) ([Sustrans Glasgow Bike Life report 2018](#)). Approximately 4% of respondents preferred another gender term or to not answer. (with an additional 11 people skipping this question altogether).



**Ethnicity:** The overwhelming majority - 86% - of respondents identified as 'White', with 8% preferring not to say. The selected ethnicity of respondents is approximately representative of Glasgow as a whole which, according to 2011 census statistics, comprised 88.4% of people identifying as White, with Asian the next largest population group at 6.3%.



**Disability:** Of those who answered whether they had a disability or impairment (39 skipped this question), approximately 88% responded 'No'. Around 4% of respondents noted they have a sensory disability or impairment and 5% a mobility disability or impairment.

**Employment status:** The majority of respondents - over 61% - are employed full-time. Those employed part-time and retirees made up approximately 10% of the respondents respectively, with self-employed representing almost 7% of the total. Smaller numbers of respondents were unemployed, full time students, stay-at-home parents, carers or are unable to work. (Only 9 people skipped this question).

### 2.1.3 Main mode of travel of respondents

Significant proportions of the online survey respondents noted that their main mode of travel was by walking or as a driver of a car. People who use a cycle as their main mode of travel were also one of the largest groups of respondents.



## 2.2 Design of the survey

The online survey contained a mix of closed and open questions which were designed to show the extent to which respondents agreed or disagreed with:

- the overall approach of each of the three Themes (as described in the draft Strategy and as summarised within the consultation survey),
- the specific action points proposed to achieve the outcomes of each Theme,
- road space reallocation measures to create people-friendly streets and help achieve the outcomes of Theme 1,
- the priority actions for the design and delivery of the City Network – an output of Theme 1.
- that implementation of the policies and actions described in the Active Travel Strategy would make them more likely to walk, wheel or cycle.

A table listing the survey questions can be found in Appendix B.

The four open questions posed within the survey asked respondents to note any actions they felt were missing from the themes, and an opportunity for any further comment.

## 2.3 Themes & City Network – headline results

Within the survey an overview, including the policy objectives of each theme and the City Network, was provided. Respondents were then asked to what extent they agreed or disagreed with the overall approach of each Theme/ the City Network.

The results from these closed questions are summarised in the following table, and show there is clear support for them:

<b>Question: Please indicate if you agree or disagree with the overall approach to:</b>	<b>Agree/Strongly agree total % of respondents</b>	<b>Disagree/Strongly disagree total % of respondents</b>
Theme 1 - Connectivity, People and Place	74%	19%
Theme 1 – specific question on road space reallocation/ people-friendly streets	69%	24%
Theme 2 – Unlocking Change	71%	21%
Theme 3 – Thinking Differently	74%	18%

#### 2.4 Action Points – headline results

Similarly, the key Action Points related to each Theme and for the City Network were listed within the survey, and respondents were asked to what extent they agreed or disagreed with each Action Point. The responses have been summarised in the below table and again show a clear support for the actions.






<b>Question: Please indicate if you agree or disagree with the proposed:</b>	<b>Agree/Strongly agree total % of respondents</b>	<b>Disagree/Strongly disagree total % of respondents</b>
Actions for Theme 1	81%	9%
City Network Actions	64%	19%
Actions for Theme 2	75%	14%
Actions for Theme 3	69%	18%

The next section of this report will show in greater detail the response received within the Survey for each Theme, and including detail from the open questions asked in relation to each Theme.

## 2.5 Results breakdown by Theme

### 2.5.1 Theme 1 Connectivity, People and Place: Rebalancing our streets and spaces – a further breakdown and detailing of responses

The below table shows in greater detail the response to the question regarding the overall approach of Theme 1, and which has almost 74% of respondents agreed / strongly agreed with:

Please indicate whether you agree or disagree with the overall approach in the Theme 1 outline				
Answer Choices			Response Percent	Response Total
1	Strongly agree		53.59%	634
2	Agree		20.37%	241
3	Neither agree nor disagree		6.59%	78
4	Disagree		6.76%	80
5	Strongly disagree		12.68%	150
number of respondents			answered	1183
			skipped	0

The following table lists out the key action points proposed for Theme 1 and their respective support or otherwise.

Please indicate whether you agree or disagree with the following actions proposed for Theme 1						
Answer Choices	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Total Agreement
Overall traffic reduction.	56.49%	21.37%	10.09%	5.68%	6.36%	<b>78%</b>
Improve connection between neighbourhoods.	60.87%	22.95%	7.79%	4.88%	3.51%	<b>84%</b>
Pursue rapid delivery of a linked-up citywide functional well-maintained cycle network by 2031.	60.42%	11.27%	5.85%	4.49%	17.97%	<b>72%</b>
Ensure our streets are accessible to all through actions like clearer footways and more dropped kerbs.	66.04%	19.59%	8.55%	2.65%	3.17%	<b>86%</b>
Reduce barriers to walking by preventing parking on	62.33%	15.90%	10.37%	6.29%	5.10%	<b>78%</b>

Please indicate whether you agree or disagree with the following actions proposed for Theme 1						
pavements and increasing parking enforcement.						
Introduce more safe crossing points across main roads.	63.92%	23.68%	8.40%	2.12%	1.87%	<b>88%</b>
Reduce excessively long pedestrian waits at junctions.	63.92%	19.86%	9.85%	3.48%	2.89%	<b>84%</b>
Improve connections to open space such as along canals, rivers, old railway lines and other 'green network' routes.	64.80%	18.71%	5.70%	5.02%	5.78%	<b>84%</b>
Ensure accessible routes to public transport hubs that are well-lit and with good widths to provide a comfortable environment.	67.12%	17.85%	8.54%	4.18%	2.31%	<b>85%</b>
Ban advertising boards, like Edinburgh, to help keep footways clear on shopping streets.	45.46%	21.29%	24.26%	6.36%	2.63%	<b>67%</b>
Introduce more benches and resting opportunities, clearer footways, dropped kerbs/level footways, and better road crossings.	57.82%	25.26%	10.46%	3.91%	2.55%	<b>83%</b>
Ensure that appropriate accessible parking and drop-off locations are included in street design and at destinations.	53.78%	28.12%	13.08%	3.48%	1.53%	<b>82%</b>
number of respondents					answered	1182
					skipped	1

The final column in the table shows the total 'agreement' for each action (this is a simple addition of the 'agree' and 'strongly agree' figures). The least well-supported action, though still with a total of 72% in agreement (and nearly 25% ambivalent on this action), is a proposal to *keep footways clearer along shopping streets by banning temporary on-street advertising boards*, such as simple 'A'-frame or swing boards. Edinburgh City Council has had such a ban in place since November 2018. Removal of such structures can improve pedestrian safety and accessibility, particularly for the physically disabled and for blind or visually impaired people.

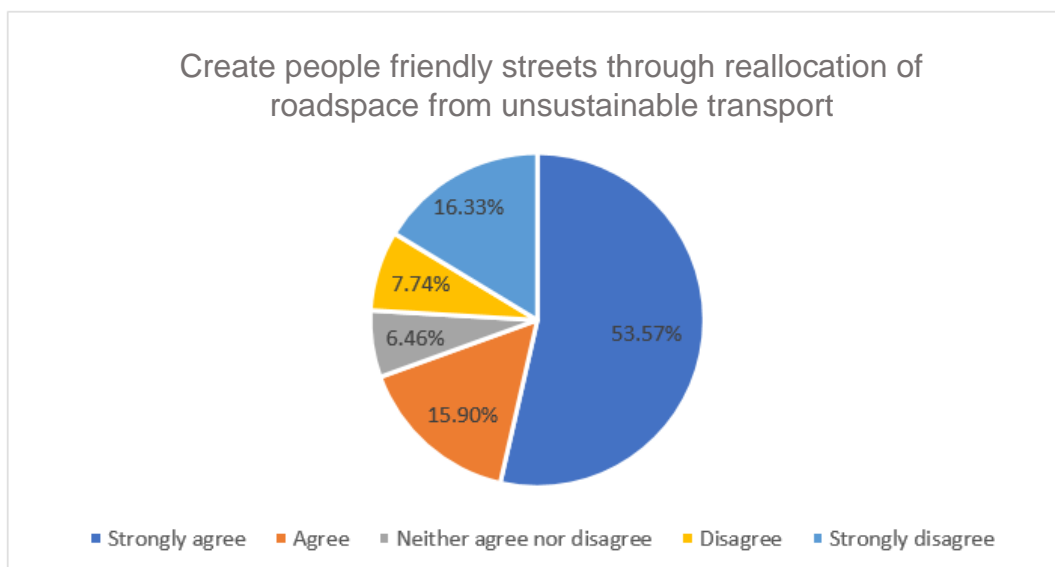
Conversely, more accessible streets through '*actions like clearer footways and more dropped kerbs*' achieved one of the highest agreement rates at 86%. The most popular action is to '*introduce more safe crossing points across main roads*', with 88% of the respondents either strongly or very strongly agreeing with this action.

Pursuing ‘rapid delivery of a linked-up citywide functional well-maintained cycle network by 2031’ met with the highest of disagreement with almost 18% of respondents strongly disagreeing with this action. However, over 60% of respondents were in strong agreement with this action, and delivery of the City Network is one of the key tenets of the Active Travel Strategy.

### 2.5.1.1 Roadspace reallocation

Also within the Theme 1 section, a specific question asked whether the Council should reallocate space from unsustainable transport to create people-friendly streets and spaces and to help with implementation of the Theme 1 proposed actions. Almost 70% of respondents either agreed or strongly agreed with this principle, with 24% disagreeing. The pie chart below shows the breakdown of responses by percent.

Question posed within the survey: “Please indicate whether you agree or disagree that to implement the actions [above] Glasgow should revamp neighbourhood streets so that they become more people-friendly, enjoyable and attractive places by reallocating space from unsustainable transport (e.g. provide more space for people by narrowing the width of streets, re-allocate parking spaces)?”



### 2.5.1.2 City Network

The survey outlined proposals for the City Network, a key deliverable from Theme 1: 270km of high quality cycling infrastructure to create a dense network of routes across Glasgow.

The concepts behind the City Network design and delivery, as well as Sustainable Transport Corridors were outlined within the question. Respondents were then asked to what degree they agreed with three related proposed actions for the City Network. The response is shown in the below table:

Please indicate whether you agree or disagree that Glasgow City Council should focus on the following actions about the City Network.						
Answer Choices	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Total Agreement
Prioritise connecting the existing infrastructure to initially create localised networks which can then be expanded to the whole city.	43.15%	28.34%	13.36%	8.26%	6.89%	71%
Focus City Network investment on locations of highest risk and interaction such as junctions and bus stops, while straight-forward links use simple bolt down materials to speed up delivery and lower costs.	34.81%	28.34%	18.89%	9.96%	8.00%	63%
Continue to expand its Nextbike cycle-rental scheme in line with introducing new infrastructure.	30.36%	27.98%	17.26%	6.46%	17.94%	58%
number of respondents					answered	1177
					skipped	6

There is firm agreement on all three proposed actions, with approximately 71% agreeing or strongly agreeing that the council should first connect existing cycling infrastructure to create an initial network, and then expand this across the city.

The City Network proposals and wider discussion was covered in more depth on the Commonplace mapping site. Further analysis from the responses to the Commonplace mapping is provided later in this report.



### 2.5.2 Results for the Theme 1 open question:

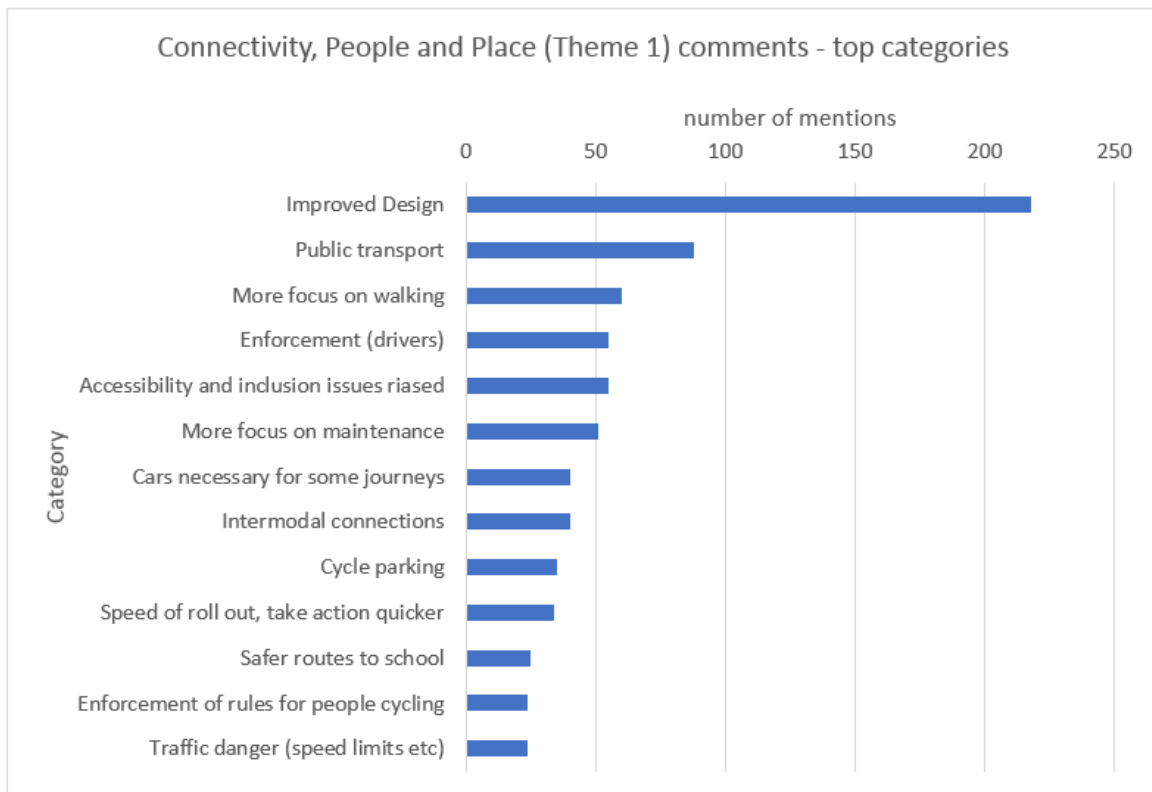
The first open question within the Survey asked whether respondents felt any actions were missing from Theme 1 to achieve its desired outcomes.

The number of comments received totalled **579**.

An iterative process was undertaken to thematically categorise all the responses, with 30 categories emerging.

The category with the most comments attributed to it was ***improved design for active travel***, receiving 218 comments, approximately 37% of the total comments.

This and the other ‘top’ categories of comments are shown in the bar chart below.



After improved active travel design, public transport was the most frequently mentioned topic. Respondents recognised that provision of improved active travel infrastructure must go hand in hand with an improved public transport offering. The comments covered a broad spectrum including calls for integrated / smart ticketing, reduced costs of public transport, extending the operating hours of public transport systems.

*“I know it isn't in your scope but public transport needs to be included in this for it to be of any real value. People will always drive if buses are too expensive or don't take them where they need to go or don't show up.”*

Much of the emphasis from respondents within the “focus on walking” category, as well as the “enforce rules for people cycling” was about creating safe spaces on

pavements for pedestrians and people using mobility aids, with many asking for the poor behaviour of some people on cycles to be improved.

*“Please ensure that bikes and electric scooters do not travel on pavements.”*

*“...encouraging cyclists and other similar users (scooterists?) to be more considerate of other users is definitely required to prevent escalation of the 'them and us' narrative between cyclists and other road and pavement users. As a cyclist myself I see some terrible behaviour from other cyclists .... All of this creates a very negative view of cyclists and has led to a real groundswell of opinion against cycling in general. Good cycling behaviour should be encouraged and enforced if necessary.”*

A smaller number of comments were seeking improvements for pedestrians, or felt that the ATS needed to place more emphasis on walking:

*“Ban advertising boards, like Edinburgh, to help keep footways clear on shopping streets”*

*“Something for people who walk!”*

Measures to prevent cars parking on pavements, on cycle lanes or at dropped kerbs received comments from 55 people. A similar number of comments were on a theme of accessibility and inclusivity:

*“Ensure adequate provision is made for a variety of modes of accessible transport aides such as Trishaws (1.09m) and mobility vehicles.”*

*“Priority on disabled access”*

*“More consideration should be given to people with disabilities/long-term medical problems. There would need to be an 'across the board' policy to ensure the maximum level of safety was attained for the whole community.”*

*“Make active travel options more affordable and the default, regardless of fitness levels - being active can feel expensive as you need good quality all weather clothing for kids and adults”*

Around 50 people commenting on Theme 1 discussed ‘maintenance’ with the overwhelming emphasis on maintaining and cleaning the infrastructure that we currently have – be that pavements or cycle lanes.

*“A real commitment to maintain cycle paths and pavements, which is clearly not currently a priority. The state of pavements in residential areas is shameful. Cycle paths are not regularly cleaned of debris.”*

There was a strong feeling from many that the measures within Theme 1 in particular should be rolled out at a faster pace:

*“Needs to be done sooner. 5 years, not 10”*

*“Covers all the significant issues. As ever now a matter of securing sufficient resources to ensure speedy and successful implementation.”*

*“Huge environmental, social and economic benefits from this transition - please make it happen fast”*

A similar number of people commented about cycle parking:

*“Lack of secure cargo cycle parking is a key limiting factor for the adoption of cargo bikes by residents of tenements/flats. GCC will need a strategy to address this if cargo cycles are to reach their potential for displacing cars on the nursery/school run.”*

*“Secure bike shelters all over the city”*

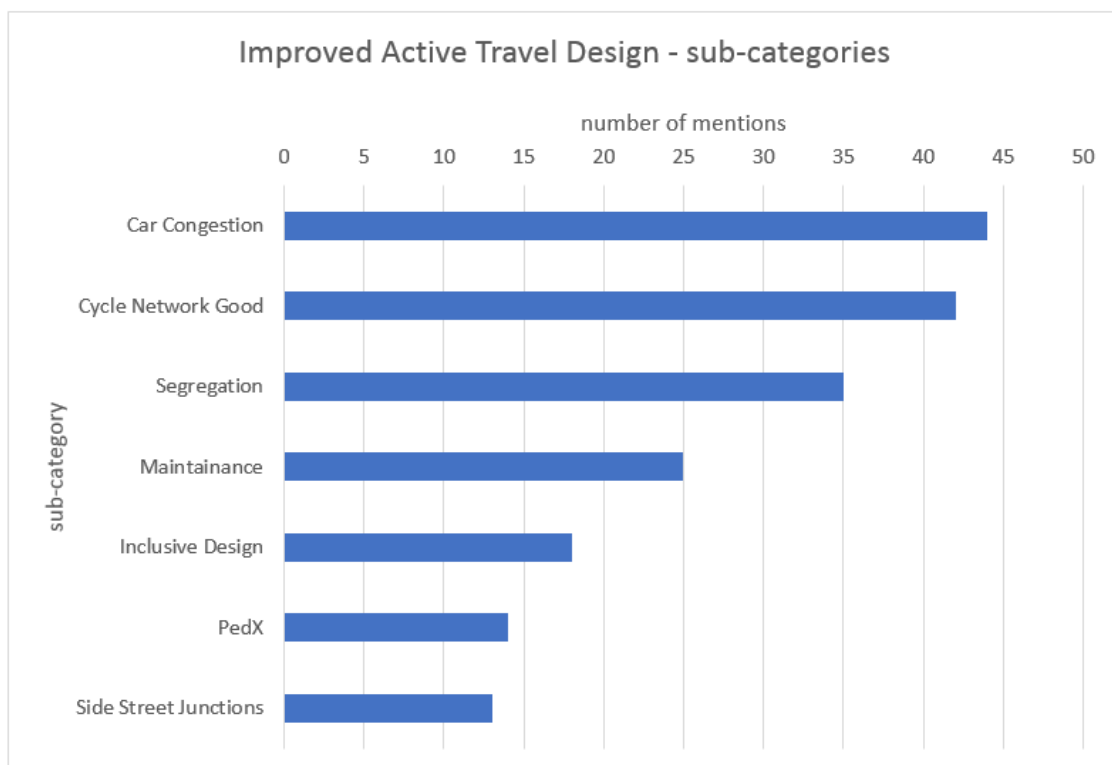
Safe routes to schools was also emphasised by around 25 people:

*“Please continue to work on ensuring our children can walk to school safely.”*

*“Close more roads, in particular, close roads next to schools to reduce the harmful impacts of pm 2.5 on our children.”*

*“Would really love to cycle with kids to school. I’m a very experienced cyclist but would never take my kids on the road at present. Prioritise joined up safe routes to schools.”*

Due to the number of comments attributed to the category of ‘improved design’, a further iteration split these into further sub-categories. The ‘top’ categories are displayed the bar chart below:



Within these topics, many felt that segregated cycling infrastructure actually causes more car congestion. Conversely almost similar numbers of people were in

agreement with the development of a cycling network. Here the comments tended to emphasise the importance of creating a network over focussing on creating individual cycling routes. Comments on segregated space for cycles emphasised the positives of cycles being separated from car traffic (rather than separating people walking from people cycling).

Designs to deal with side-street junctions were discussed as well as support shown for measures to prioritise active travellers at junctions:

*“Continuous pavements”*

*“I think raised tables would be better than dropped kerbs as they offer level crossing”*

*“Clear support of Manchester's work developing beacon free zebra crossing would also be very good”*






*“Make all lights at pedestrian crossings automatic - remove the 'button' system”*

*“Prioritising those walking and wheeling at light controlled junctions. Requiring that those walking or wheeling are given equal (or greater) consideration when planning traffic management/diversions during maintenance works”*

### 2.5.3 Theme 2 Unlocking Change: enabling everyone to walk, wheel or cycle – a further breakdown and detailing of responses

The table below shows the results for the question on whether respondents were in agreement with the overall approach of Theme 2:

Around 71% in total were in agreement, with nearly 21% in disagreement.

Please indicate whether you agree or disagree with the overall approach in the Theme 2 outline				
Answer Choices			Response Percent	Response Total
1	Strongly agree		50.25%	592
2	Agree		20.80%	245
3	Neither agree nor disagree		8.15%	96
4	Disagree		4.50%	53
5	Strongly disagree		16.30%	192
			answered	1178
			skipped	5

All of the proposed actions for Theme 2 – as shown in the table below - achieved support from over 70% of the respondents, indicating good support across the city for measures to help people increase the amount they walk, wheel and cycle.

Please indicate whether you agree or disagree with the following actions proposed for Theme 2						
Answer Choices	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Total Agreement
Promote and support walking and cycling training for all.	50.26%	23.34%	9.71%	8.77%	7.92%	<b>74%</b>
Support the provision of training for cycle mechanics.	41.91%	29.30%	11.07%	4.51%	13.20%	<b>71%</b>
Support group activities in communities and workplaces.	43.85%	32.91%	15.73%	4.02%	3.50%	<b>77%</b>
Deliver Bikeability cycle training in every school in Glasgow.	55.74%	24.34%	6.13%	1.79%	12.00%	<b>80%</b>
Supporting walking buses and bike trains in the city's schools, to enable children to get to and from school safely.	54.14%	22.37%	10.76%	5.72%	7.00%	<b>77%</b>

**Please indicate whether you agree or disagree with the following actions proposed for Theme 2**

Continue to enhance and support new ways of accessing cycles, such as cycle to work schemes, monthly subscription schemes which include maintenance and repairs, loans of cycles through 'bike pools' or libraries, refurbished cycles for sale at low cost, and 'swap fleets' for children's cycles.	51.87%	22.02%	8.76%	3.74%	13.61%	<b>74%</b>
Providing improved access to adapted bikes and training to enable people with disabilities to cycle.	57.22%	20.24%	14.69%	2.99%	4.87%	<b>77%</b>
Support trials of e-cargo bikes for businesses, community organisations and families to move around goods, materials and shopping as they can outperform light vans in terms of investment and running costs, speed in congestion and environmental impact.	49.83%	22.10%	8.53%	5.12%	14.42%	<b>72%</b>
Offer training programmes so that people of all ages and abilities gain the skills, confidence and competence to make cycling and walking part of their everyday lives.	48.89%	24.28%	10.90%	4.34%	11.58%	<b>73%</b>
Every school pupil in Glasgow to receive training and a range of other measures - which includes infrastructure changes and access to equipment – to be able to walk, cycle or wheel for all or part of their everyday journeys.	53.96%	23.44%	7.84%	2.56%	12.19%	<b>77%</b>
Do more to encourage people to walk or cycle more, particularly under-represented groups.	54.70%	18.38%	12.82%	4.79%	9.32%	<b>73%</b>
number of respondents					answered	1178
					skipped	5

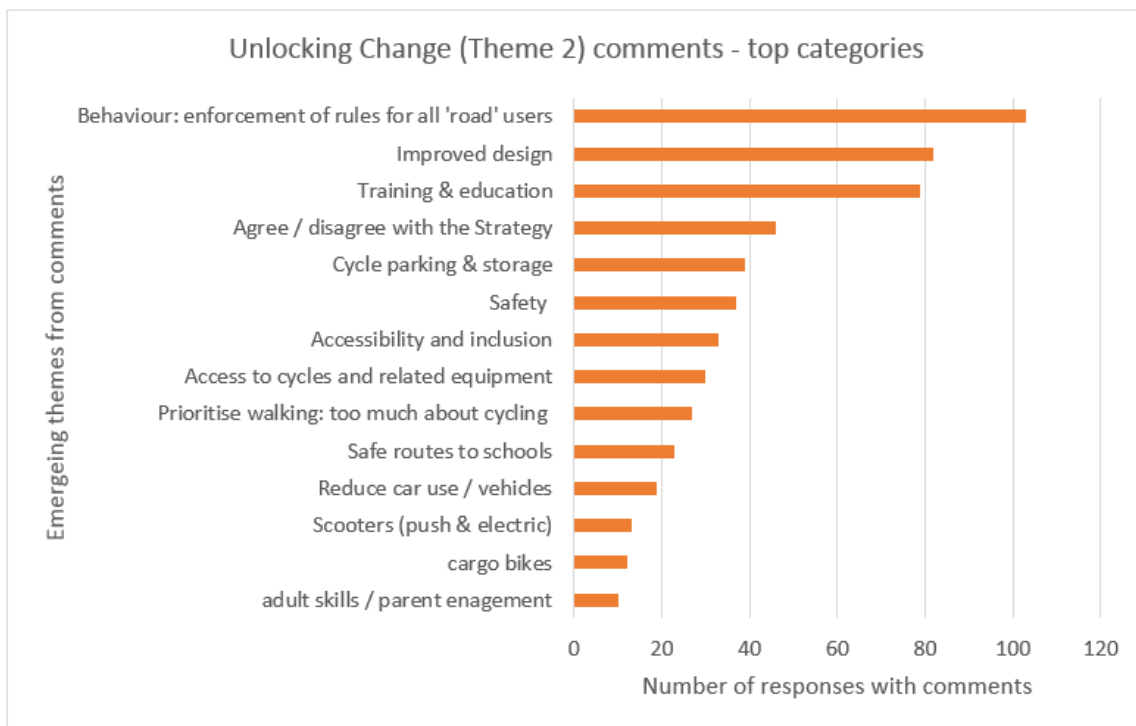
The highest combined 'agreement' score, at 80%, was shown for the proposal to *'deliver Bikeability cycle training in every school in Glasgow'*. Expanding the city's delivery of Bikeability to all children at every primary school, and to include Bikeability within the curriculum for secondary pupils, will be key to ensuring our future generations consider active travel a natural and first-choice activity. Bikeability and other cycling training can instil life-long skills in children, and help them develop their confidence and independence. Training programmes will need to be rolled out alongside and in support of the city and neighbourhood networks, and as we expand our School Streets programme.

Over 57% of respondents strongly agreed with the action to *'provide improved access to adapted bikes and training to enable people with disabilities to cycle'*. We will continue to work closely with organisations representing disabled people to ensure this action is delivered on in a meaningful way.

Actions to support the training of cycle mechanics and access to/ trials of e-cargo bikes received the lowest combined – but still high - support at 71% and 72% respectively, with some of the highest 'strongly disagree' figures (at 13-14%) also attributed to them. The ATS aims to achieve significant modal shift across the city and as we see an increased rate of cycling resulting from the roll out of the city network, it will be vital that we increase capacity within our communities for repair and maintenance of cycle stock, and this will need to reflect the growth in non-standard cycles such as adapted-, cargo- and e-cycles. Cargo-cycles have the potential to transform how goods are moved around the city and in particular can free-up road space and reduce congestion and air pollution in our local neighbourhoods, thus making them more pleasant to walk, wheel and cycle around.

#### 2.5.4 Results for the Theme 2 open question:

The total number of comments received regarding Theme 2 was **403**. Again a categorising process was undertaken on these; the top categories are displayed in the following bar chart:



A small number of people stated clearly that they thought the Theme 1 (physical infrastructure) measures should be prioritised and implemented first, prior to any consideration of behaviour change or other supporting measures to encourage the uptake of active travel.

*“Can't have behaviour change without safe infrastructure”, and “Training can come after infrastructure - no point encouraging cycling for children in unsafe environments.”*

Consistent with this (and also a reflecting the response to Theme 1) a large number of people – 82 – called for improved designs for active travel. These comments included discussions on lighting of active travel routes, surface improvements and the provision across the city of toilet and drinking water amenities.

The biggest category of comments, at 103, was on the topic of behaviour and enforcement of the rules for road users. In a slightly different emphasis from the Theme 1 comments, here respondents called for improved behaviour by pedestrians towards those on cycles, by drivers towards those on cycles, and pedestrians calling for improved behaviour by those on cycles.

Training and Education is a key focus for Theme 2 and was a popular topic, attracting 79 comments. These included discussion of Bikeability and also the training of cycle mechanics in order to support increased use of cycles in our communities.

*“I strongly believe that Level 3 Bikeability training should be offered to all secondary school pupils - to build on the training they received at primary school.”*

*“Primary schools needs this focus on early training and intergenerational options too, not just secondary schools.”*



*“Training for mechanics: cycle mechanics needs a better recognition of their profession by adding it unto the modern apprenticeship system just like other hands on professions. More people cycling and more businesses owning fleets means there will be a need for more professional mechanics and an education system that acknowledge it as a skilful profession.”*

*“Driver behaviour is a significant barrier to people's confidence to cycle and walk for everyday trips. Drivers need to receive training, warnings and education in what it's like to be close passed at inappropriate speeds. Or, road infrastructure and speed regulation altered to make it impossible for drivers to drive faster than 20mph in the city of Glasgow.”*

Another large number of respondents – 46 - more directly discussed the Active Travel Strategy, with some in agreement with the proposals, and others opposed:

*“Recognition that this focus on cycling is not a mainstream concern”*

*“[A] well rounded collection of objectives”*

Reflecting Theme 1 commentary, cycle parking attracted 39 comments. The subject of safety was addressed in approximately 37 comments, though the content of these comments was broad, incorporating views around: safety cycling on the road; perceived lack of safety for pedestrians from people on cycles; perceived lack of safety from quiet and poorly-lit walking/cycling routes, and; the safety of children travelling to school.

*“Improved safety and lighting - most LGBTQ+ people, disabled people, and women are not going to walk or cycle in dark places, routes with underpasses, etc. where they could be at risk of violence, or of not being helped if they need it.”*

*“Don't overlook the (perceived or real) personal safety aspect when designing walk and cycle routes and cycling infrastructure, especially for under-represented groups.”*

The topics of ‘Accessibility and inclusivity’ and ‘access to bikes/scooters/related equipment’ were closely linked and received similar numbers of comments (around 30 each). Respondents discussed the issues and barriers to active travel faced by wheelchair users and people with restricted mobility, the elderly and other marginalised groups. Many families across Glasgow face financial barriers to active travel, particularly accessing cycles or related equipment. Glasgow’s climate and the need for wet-weather gear was mentioned several times. Several commentators agreed there should be more reduced cost - or free - access to cycles, including the city’s cycle hire scheme.

*“If pushing for adaptive cycling the networks would have to reflect this. Cycling lanes should be wider to allow for overtaking and access to adaptive bikes should be easy - including ability to purchase the equipment for longer term use.”*

*“Don't forget wheelchair users”*

*“Accessibility - not all of the city has easy access to the city bikes and where are the tricycles? Not everyone has the balance ability to use a normal bike.”*

*“Please remember not everyone can [...] walk long distances to their destinations. This is a younger and able bodied group who shout the loudest. Even if you can walk to the shops once you have a few bags of shopping walking home is NOT an option.”*

*“I broadly agree with all of the above, but it's all about implementation. Make sure it's properly introduced to marginalised groups in a 1-2-1 basis that doesn't stigmatise or judge.”*

*“What about the elderly? How do you propose they get about?”*

*“Maybe ask communities where they want Nextbikes put. One just appeared in our community and no one thinks it's a good location.”*

*“Multi lingual notices on street furniture.”*

*“No everything can cycle or walk. Doing this in schools will only exclude children & families who can't do either.”*

*“If delivering bike training in schools there should be consideration of how to ensure all children have access to a bike - children from lower income families may not have bikes of their own.”*

*“In Glasgow's weather we need to ensure people have access to decent quality waterproof gear, which can be expensive. Offering libraries of waterproofs at discounted rates or even better second hand materials so that the plastic waste is reduced would be very welcome to make active travel a possibility for all (in addition with providing the OVO bikes or access to personal bikes easy and affordable for all).“*

*“Providing bicycles for those for whom the cost is prohibitive”, “Provide free bike hire to New Scots and people on benefits”, “fund free nextbikes”, and “Provide free rental Motability scooters for the disabled”*

The subject of 'e-scooters' was raised several times; while some of the comments related to safety concerns about their use, others see that the legal use of e-scooters could provide a solution to getting people travelling actively. This also segues to comments received about the need to reduce car use overall, and support for the use of (e)cargo-cycles:

*“Roll out electric scooters in Glasgow through ‘trials’ like many other UK cities”, “E-scooters has to form part of strategic plan”.*

*“Reducing down the automatic option of car travel is key. Addressing some barriers to active travel for some activities e.g. shopping - using ebike from nextbike/ovo which has shopping carrier”*

*“There is nothing here about active traffic reduction.”*

*“I think having cargo bikes available is a good move, particularly if they are a range of sizes and some of the smaller ones become available at all next bike stations. However I think attention also needs to be paid to cycling accessories that enable*

*more to be carried - the Council should look at a way to part-fund rear luggage racks etc for bicycles, good strong large capacity panniers, child seats, trailers, etc.”*

*“An e-cargo bike rental scheme for individuals could help to displace cars. I would not buy one, but would rent one to go to Ikea or B&Q (once cycle lanes to those places exist). Currently we would rent or borrow a car.”*

*“It would be amazing to have cargo and e-cargo bike hubs (in neighbourhoods) spread across the city. People in tenements will not have space to store a cargo bike and also won't need one all the time, but it would be great to have access. A bit like car sharing. Not sure how the storage would work (maybe co wheels have an idea).”*

The following comment appeared to summarise support for much of the actions and measures proposed for Theme 2 of the strategy - Unlocking Change:

*“I love the proposed approach to reach out to underrepresented groups as well as those who are not already using these methods of transportation to go to/from school and work. We need to also support people to feel safe while cycling alongside traffic, in the rain, in locking up their cycles, etc., so that they see it as less intimidating and a more viable option. E-bikes are wonderful for broadening accessibility to more groups. I'd love to see Scotland continue the e-bike and cargo bike four year interest-free loan scheme.”*

## 2.5.5 Theme 3 Thinking Differently: encouraging, motivating and sustaining change – a further breakdown and detailing of responses

### Question on Theme 3:

Nearly 75% of respondents were in overall agreement with the approach identified for Theme 3.

Please indicate whether you agree or disagree with the overall approach in the Theme 3 outline				
Answer Choices			Response Percent	Response Total
1	Strongly agree		51.63%	603
2	Agree		22.60%	264
3	Neither agree nor disagree		7.45%	87
4	Disagree		4.20%	49
5	Strongly disagree		14.13%	165
			answered	1168
			skipped	15
			number of respondents	

Four action points from Theme 3 were listed for respondents to state their agreement or otherwise. These actions covered traffic-free events, promotion and messaging, improved information provision and the proposal to support urban sports links with active travel. All four actions received combined support from almost (or just over) 70% of the respondents. The detailed results are shown in the table below:

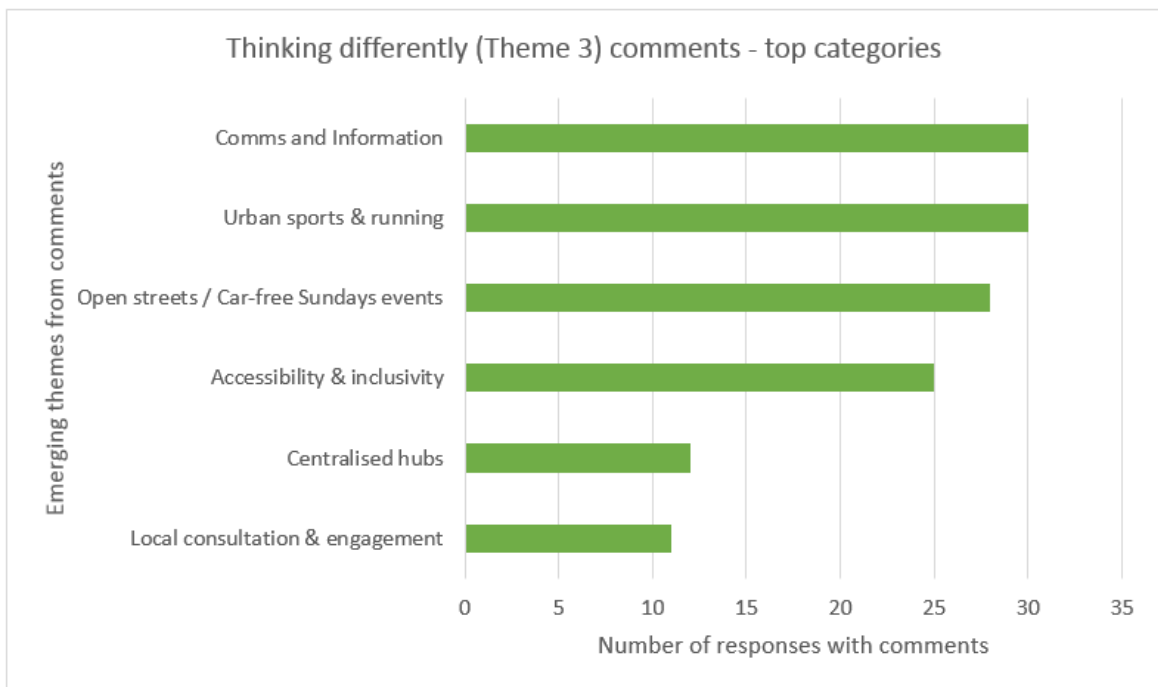
Please indicate whether you agree or disagree with the following actions proposed for Theme 3						
Answer Choices	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Total Agreement
Regular traffic-free 'open streets' throughout the city where anybody, of any age or ability, can come together to sociably walk, wheel or cycle, perhaps linked with other arts, sporting and activities.	51.80%	17.61%	8.25%	11.77%	10.57%	69%
We need to address misconceptions and social barriers, and help foster positive attitudes to	51.37%	21.20%	9.40%	8.12%	9.91%	73%

Please indicate whether you agree or disagree with the following actions proposed for Theme 3						
encourage those who have not walked or cycled much before.						
Develop a centralised information hub about active, sustainable and multi-modal travel options for residents and tourists.	40.81%	27.23%	15.89%	9.28%	6.79%	68%
Promote proposals for venues for urban sports - which can include BMX, skateboarding and free-running.	37.23%	30.27%	16.17%	3.35%	12.98%	68%
number of respondents					answered	1171
					skipped	12

### 2.5.6 Results for the Theme 3 open question:

The Theme 3 open question attracted **277** comments.

The categorisation process identified themes among them which broadly reflected those already reviewed for Theme 1 Connectivity, People and Place and Theme 2 Unlocking Change, for example: behaviour of road users/enforcement of rules; improved design for active travel; integration with public transport; improved cycle storage; maintenance; access to cycles; and the need to prioritise infrastructure changes before behaviour change or other supporting interventions.



There were about 30 comments relating to *communications and information*, which discussed the type of messages that could be promoted, and the aim of them. Some comments on *centralised information hubs* were additionally separately classified. The comments below reflect that people wish to see a push within communications on the environmental impacts from non-sustainable transport and the importance in changing people's attitudes towards those who cycle.

*“Actively promoting these themes through local media and social media and encouraging involvement.”*

*“Emphasise impact of motorised travel, including fossil fuel use and air pollution.”*

*“We need effective social pressure to make people switch from reliance on cars. The time saved by taking a car is no longer a factor with heavy congestion.”*

*“Encourage a change in attitudes towards cycling amongst other road users.”*

*“The promotion of walking and cycling groups in communities for leisure and also commuting purposes.”*

*“Identify the priority group to engage in active travel. Interactive online GIS map of existing bike routes to help bike riders Goal to make active travel the most popular transport mode in Glasgow.”*

*“I'm not convinced it is lack of information that makes people less interested in active travel and therefore that providing information is part of the solution. We need a safe, workable, integrated transport system, focussed first on the needs of the poorer areas of the city (north and east) - that should be the ultimate priority. Build it and they will come!”*

*“Develop more audible/visual hubs for hearing and sight impaired.”*

*“Rather than having a separate information hub, integrate it into existing information provision such that anyone thinking of driving somewhere has to scroll past the other options of getting there more sustainably first.”*

Urban sports was commented on by again approximately 30 people. Most were positive about the inclusion of this policy within the strategy but some wanted to see it broadened to include more sports, e.g. running, trials bikes and skating. Some feel that there is a lack of skate parks across the city and this could be an easy win. Several would like to see more sporting and other activity opportunities available within our parks, e.g. football/basketball courts, exercise classes/bootcamps, and running.

The below presents a flavour of the comments received:

*“Urban sports may be good for social fabric but are a separate issue and should not detract from the main focus”*

*“More skateparks and outdoor climbing facilities”*

*“Areas of old industry experiencing regeneration should have skate parks etc built in now. Currently massive lack of BMX, Skating parks in Glasgow.”*

*“The point about skateboarding is very important and it would be great to see more skateparks. Youth and adults who skateboard are engaging in physical exercise. It is an important and inclusive activity that acts as both a mode of travel and a form of entertainment. [...]. We need more skateparks and safe places for skaters to go to, and a more supportive and accepting city culture around skateboarding.”*

*“BMX and skateboarding and various other types of wheeled activity are a menace to pedestrians, do not mix it all up.”*

*“Why hasn't velodrome used vacant land next to it for BMX/bike pump track for local kids? Sir Chris Hoy started in BMX before switching to track. Seems like missed opportunity.”*

*“When you promote "urban sports"...you need to add all the other infrastructure ... toilets, water, safe lockers....and maintain the place....”*

*“Sports like traditional running/jogging are much more popular in Glasgow than likes of BMX or free-running so please don't forget about creating safe, quality space and routes for activities that people are actually doing in large numbers. Runners will have slightly different needs from walkers, it's such a great sport (it's free!), so it's a shame that it's not mentioned in the plan even once.”*

Another main policy within Theme 3 Thinking Differently is the development of a programme of car-free events, to be held at different locations around the city, and that can inspire and motivate people to try or to continue to walk, wheel and cycle and to build this activity into their daily journeys. Almost 30 comments were received on this subject; some commentators were concerned about the safety of disabled people or people with visual impairments accessing such activities, however, others thought the events would bring positives to the city. The extracted comments below show the range of feeling:

*Some cities have days where the whole city becomes pedestrianised. I think this could help for people to see how a car free future could look. Could even be once a week - a Sunday perhaps.*

*I think it would be important to do car free days at small local high streets and roads i.e. block of the main shopping bit of Pollokshaws Road, at Shawlands, other locations could be Great Western Road, Paisley Road West, Govan Road.*

*Large events should promote access by walking cycling or public transport rather than opening car parks.*

*To encourage change, consider a festival of cycling or a series clearly themed and messaged events targeted at schools etc along with businesses at a city wide level.*

*Open streets is a good idea but needs to be managed in order that disabled and visually impaired people can also take part without fear of being hit by cyclists.*

*Focus on at scale interventions, like car free Sundays for major [arteries] [Arte risks] (eg Pollokshaws Rd from Shawlands to Strathbungo, Argyle Street at Finnieston, Byres Rd, High St. etc.*

The following lengthy comment from one respondent appeared to summarise support for much of the actions and measures proposed within Theme 3 Thinking Differently:

*“I think that most people aren't cyclists or motorists - they just want to get where they are going quickly. If actions are taken to make travel by car slower and more expensive for small local trips many of these issues will solve themselves.*

*In terms of venues for active sports like the ones mentioned, I think it is a fantastic idea. Too many sports in the UK are wildly expensive, require memberships, coaching fees, lessons, difficult to get to venues, etc. These things discourage anyone from trying sports and healthy activity.*

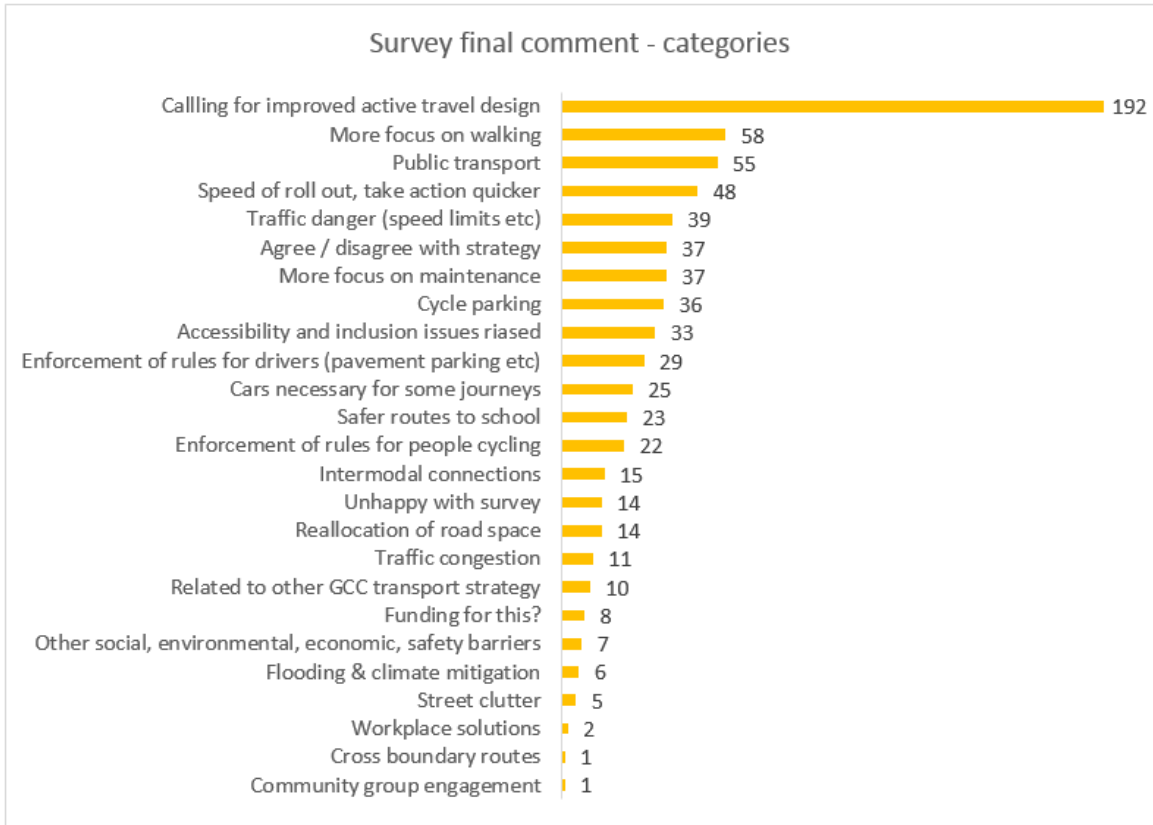
*Things like biking and skateboarding require minimal equipment that is accessible to basically anyone. They also have very active and positive communities, so the fact that there are only 2-3 skateparks in Glasgow mind blowing, and is a failure.*

*One of the main issues I have noticed since moving to the UK is the lack of things to do for teenagers and young adults. There are tons of playgrounds (often times broken down) for children and parks for the elderly who like to go on peaceful walks. But there is next to nothing offered to anyone in between. How much money can it really cost to have public tennis and basketball courts alongside playgrounds? How much can it really cost to have a few small skateparks scattered across the city? In terms of the benefits, I can't think of anything that would have a better return on investment.*

*These things have the added benefit of promoting an active lifestyle which makes active travel more attractive. As it stands now - at least in Glasgow - if you don't own a car you are essentially a second-class citizen. So anything to reverse that is highly welcomed.”*

In the fourth and final open question, which was not directly related to any of the three themes, respondents were asked whether they had any further comment that they wished to make. The comments – a total of **441** - were again categorised and the results are listed in the below bar chart. The number of comments attributed to each category is shown against each one. The categories match those from the comments from the three Themes. Almost 45% of the comments related to improving designs for active travel.





Two of the more in-depth comments are below:

*“I currently mainly cycle to commute and carry my kids in a trailer. I wish that the plans are put in place as soon as possible so that they can safely start to cycle (and not on the pavement) to school as soon as possible. After the pandemic the number of cyclists on the streets has increased, but still there is a big fear about cycling because the infrastructure is not there or at least only part of the way.*

*We also need to educate motorists how to behave around active travellers, in particular until these routes are finalised. [...] We also need to educate cyclists and wheelers to respect pedestrians, and pedestrians not to step into cycle lanes. Once everybody has their space, it should be respected for a better and safer flow.*

*At the moment the roads are often very dangerous as they are full of potholes. This is a particular risk for cyclists. Also when massive puddles form when there is heavy rain, it is much more dangerous and inconvenient for active travellers than those in motor vehicles. The drainage system must be actively maintained.”*

*“Thank you for finally taking the promotion of cycling and walking in our city seriously. I hope you receive the funding from Transport Scotland that you deserve to take this strategy forward. I have been commuting in and out of Glasgow for many years and I have only continued to do so because I am a confident and experienced cyclist. I experience near misses on a weekly basis and this would be enough to put off most people. Until a network of high quality cycle infrastructure is implemented this will continue to be the main barrier to people cycling in the city. Anything that can*

*be done to fast track this part of the strategy, to improve safety for cyclists, focusing on quick wins such as improvements at junctions where there are safety issues for cyclists would be welcomed. Longer term there needs to be segregated facilities that all cycle users feel safe using irrespective of age or ability. Lastly, priority needs to be given to pedestrians and cyclists to reflect the sustainable transport hierarchy in the national transport strategy. We cannot afford to continue to have pedestrians and cyclists fighting for road space and waiting to cross or navigate busy roads and junctions filled with private cars. Thank you and for the sake of our city that is going to be inherited by our children and grandchildren I wish you the best of luck in making our streets, places and communities more liveable and sustainable.”*





*“This proposal 'as a whole' will have a significant use of materials and resources - how are you monitoring the imbedded carbon and consumed carbon. Will you be using non-carbon fuelled vehicles to develop, manage and operate the infrastructure? Are we recycling materials from elsewhere, will be avoid tarmac in lieu of alternative materials. How will increased bio-diversity and biomimicry be integrated into the solution. There is a sense that this is more about cycling than walking, which, without objective evidence, is still a minority activity, if growing pursuit. This proposal must demonstrate it is for all and not the few. Closing roads does not mean the residents of Glasgow will get a bike it just may encourage them to depopulate the city or congregate on the reducing areas of road network conversely increasing pollution and risk in hot spots. Ideas of this scale have many unexpected outcomes and diverse impacts.*

*This would appear to be an opportunity which could benefit many other areas of life, however, many people’s lives depend on cars and extend beyond the city of Glasgow so personal vehicular choices will not be readily adapted.”*

## 2.6 Will the strategy help you walk, wheel or cycle more?

The last question in the Survey asked respondents what effect the strategy might have on their own travel behaviour.

Q: Would you be more likely to walk and cycle in Glasgow if the policies and actions outlined in the Active Travel Strategy were largely implemented?

Would you be more likely to walk and cycle in Glasgow if the policies and actions outlined in the Active Travel Strategy were largely implemented?				
Answer Choices			Response Percent	Response Total
1	Yes, I would be much more likely to walk or cycle		55.24%	643
2	Yes, I would be somewhat more likely to walk or cycle		13.14%	153
3	No, it wouldn't make a difference to the amount I walk or cycle		17.61%	205
4	No, it would make me walk or cycle less than I do now		14.00%	163
			answered	1164

**Would you be more likely to walk and cycle in Glasgow if the policies and actions outlined in the Active Travel Strategy were largely implemented?**

skipped

19

Overall, over 68% of respondents said that implementation of the policies and actions proposed within the strategy would make them more likely to walk and cycle, while 14% firmly disagreed.

These figures should be considered alongside the stated main mode of transport for respondents (as detailed earlier in this report) – walking was the top mode, followed by car as a driver, then cycling.

### 3. Commonplace Online mapping of the City Network and survey.

#### 3.1 Overview of City Network Commonplace site

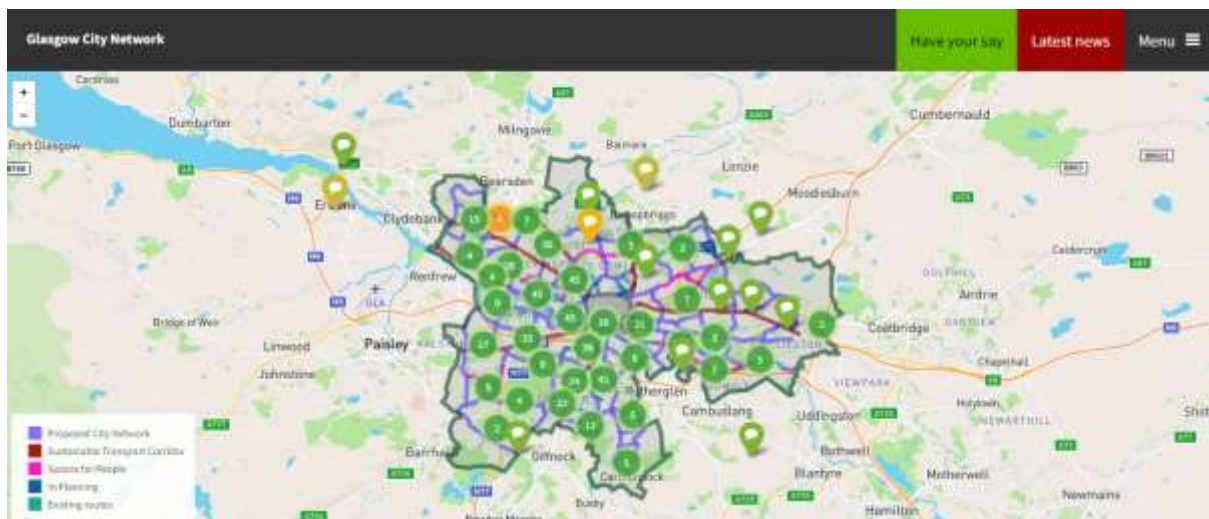
This website gave a detailed overview of the City Network proposals and which members of the public could comment on.

Visitors to the site were initially asked to click to either 'Learn more about the project' or 'View the map and comment'.

The '**Learn More**' area included explanatory text outlining:

- City Network aims
- How we are planning to develop the City Network
- Liveable Neighbourhoods
- Links to the Green Network
- How we planned out the City Network
- Fast delivery: Spaces for People+
- Existing City Network Infrastructure Examples
- City Network Survey (with a link to the Consultation Hub survey)
- Frequently Asked Questions (FAQs) section.

The '**View map and comment**' section included a map of the proposed City Network. Visitors were then guided to place a pin on the map where they wished to make a comment; seven 'closed' and one open question guided the process for commenting.



*GCC's Commonplace mapping landing page*

The questions can be viewed in Appendix C and are summarised in the table below:

<b>Commonplace questions</b>	
1.	Are you commenting on a future, existing or missing route?
2.	What route or street are you commenting on?
3.	If applicable what does or would this route connect you to?
4.	How important is this route to you?
5.	Which of the following positively impacts your experience of walking, wheeling or cycling in this location?
6.	Which of the following negatively impacts your experience of walking, wheeling or cycling in this location?
7.	As well as the route/location you have commented on, do you think the network of routes shown in this map would enable you to walk/cycle for everyday journeys at this location?
8.	Is there anything else you would like to tell us about this location? ( <i>open question</i> ).

As at consultation close the City Network Commonplace site had received contributions from the public as shown in the below table:

<b>Commonplace Mapping of City Network proposals</b>	
1,580 Visitors	A visitor is an individual person, though may be counted several times if they use different devices for repeat visits.
582 Comments	A comment is a contribution that someone made to express their opinion.
300 Respondents	A person who contributed by either adding a comment or an agreement.
2625 Contributions	The total number of comments and agreements by respondents.
2043 Agreements	An agreement is a one click interaction to agree with an existing comment.
181 News subscribers	People who subscribed to project updates and will receive an email notification every time news is published.

### 3.2 Characteristics of Respondents

Please note that the following demographic analysis is based on the 300 respondents as highlighted in the above table.

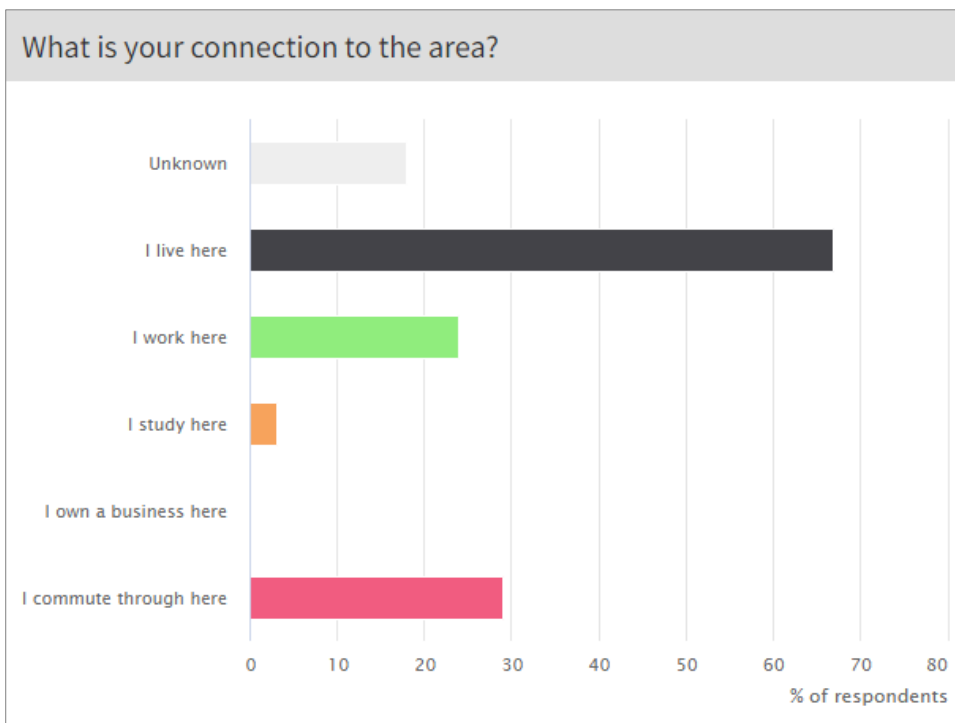
#### 3.2.1 Geographic distribution of Commonplace contributors

The map below shows the home location of contributors to the Commonplace site, and appears to show a broader distribution out with the Glasgow boundary than for

the responders to the online survey (see earlier in the report). Most respondents live or work in Glasgow, with a significant number commuting through Glasgow, as shown in the breakdown in the table following the map.



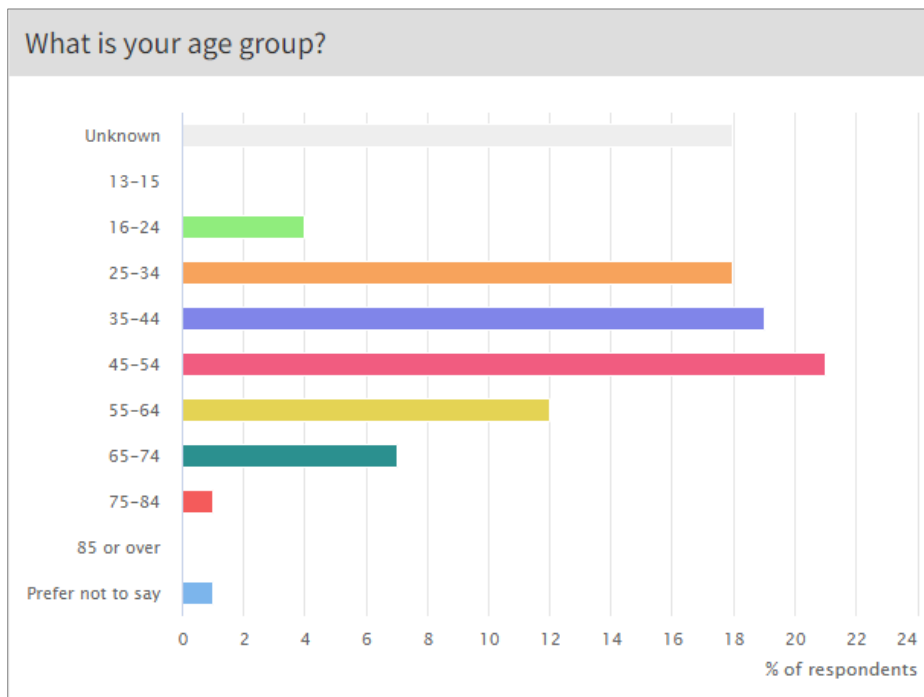
Commonplace map showing home location of contributors



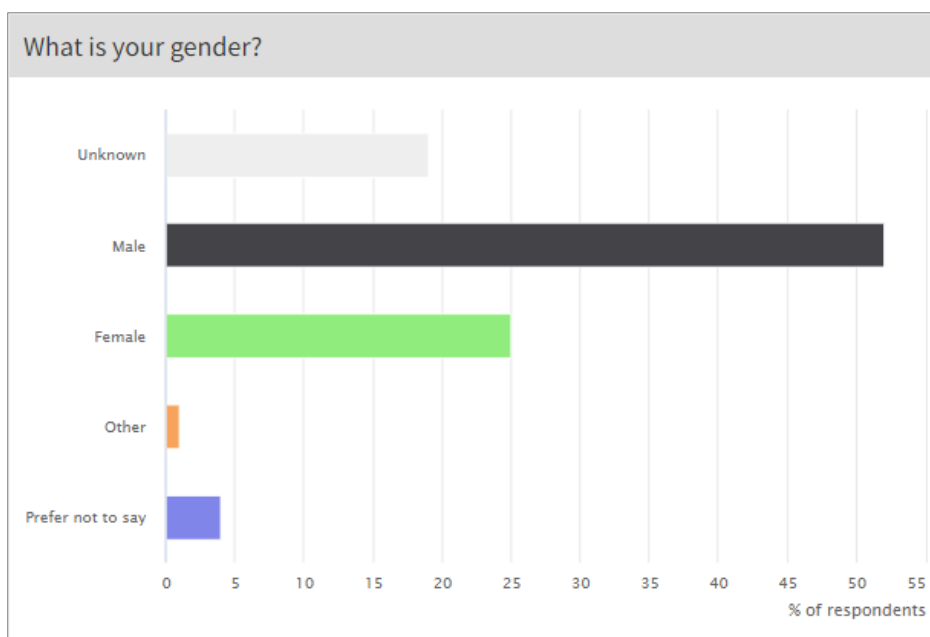
### 3.2.2 Socio-demographic-economic characteristics of Commonplace contributors

The following shows a break-down of the characteristics of the respondents on the Commonplace site by age, gender, ethnicity and employment status.

**Age:** Similar to the online survey, respondents to the Commonplace site were skewed towards a working age population, with some under-representation (compared to Glasgow-wide figures) of younger (under age 25) and older (over 65) age groups.

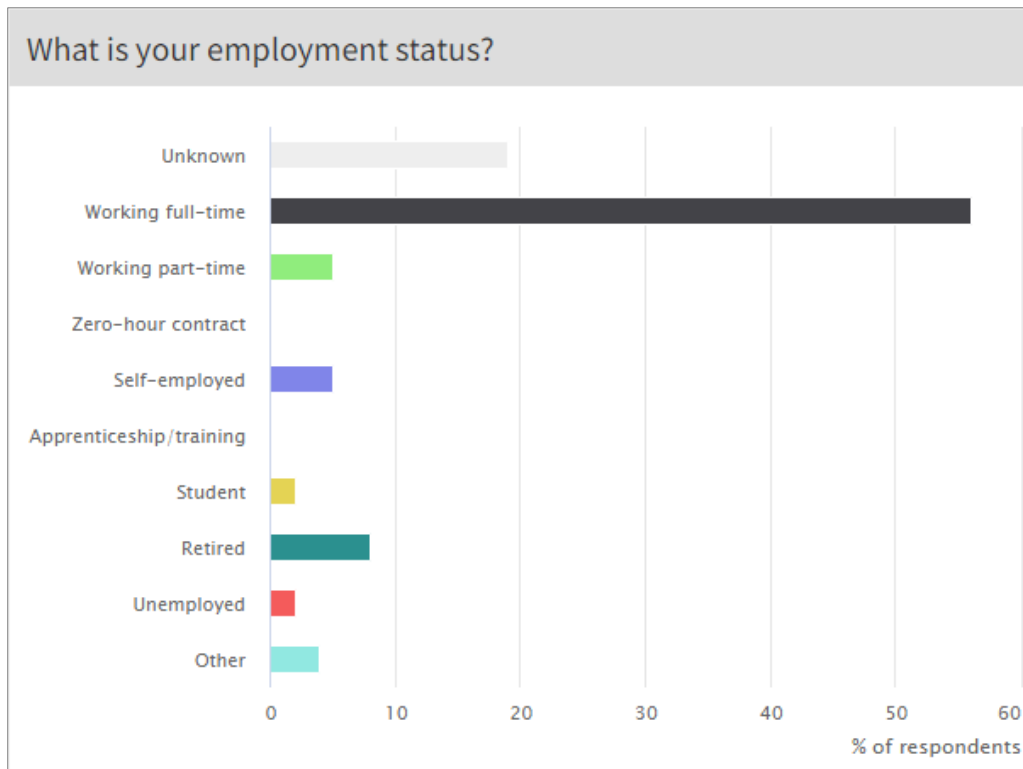


**Gender:** Approximately 52% of respondents selected male for gender and 25% female - a difference to the almost equal male/female split in the online survey noted further above. Almost all other respondents electing not to answer this question to preferring not to say.



**Ethnicity:** Only 189 respondents chose to answer this question with the result of a slight over-representation – compared to the Glasgow average - of those identifying as White – at 97%.

**Employment status:** the vast majority - over 50% - of the respondents are in full-time work, with less than 10% each representing part-time workers, self-employed and retired.

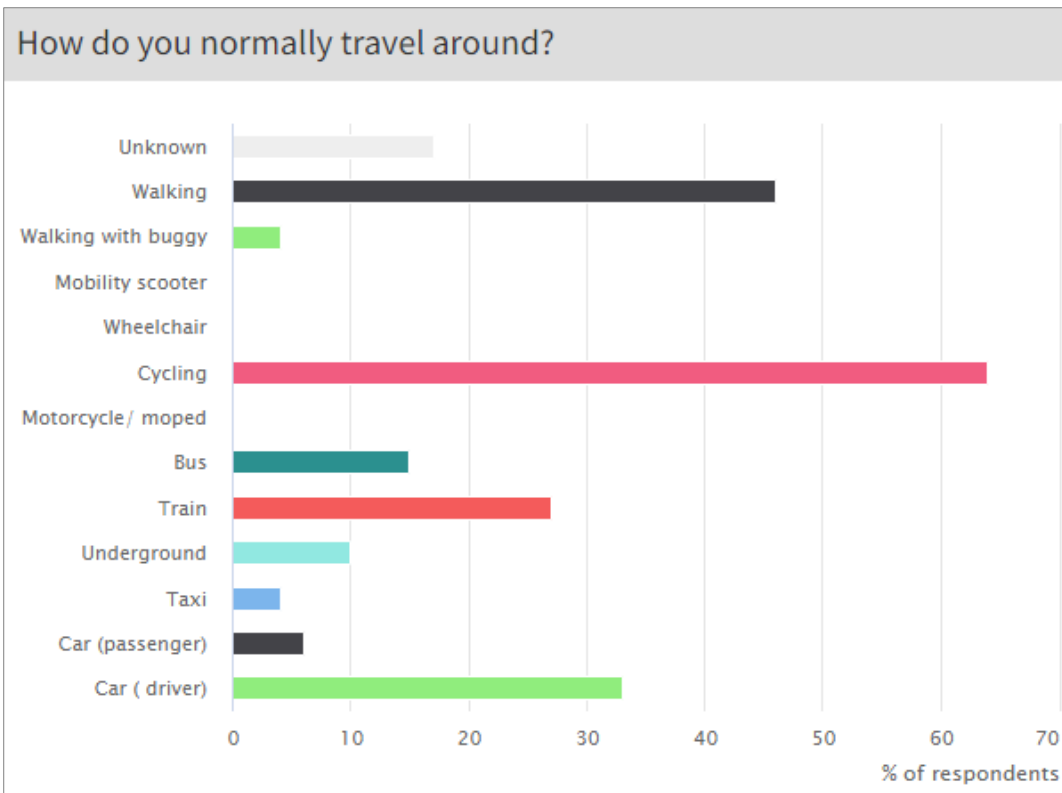


### 3.2.3 Main mode of travel of Commonplace respondents

Over 60% chose cycling as their main mode of travel, with over 45% choosing walking. Driving a car and sustainable forms of travel made good representations among the contributors to the Commonplace site.

Note: In this section of the survey respondents were able to choose more than one mode of travel without any ranking of their choices, therefore these results are not directly comparable to mode of travel from the Consultation Hub survey respondents.





### 3.3 Results from Commonplace comments / questions








Respondents commenting on the map were almost equally responding about an existing or a missing route, with slightly fewer commenting about a missing route, as shown in the below chart:



**Connection:** When commenting on routes, the most common reason to use a route, or the 'connection' that people make from the route, is shown in the table below:

Tags	
#	If applicable: what does (or what would) this route connect you to?
286	Shopping facilities
286	Social & leisure venues
282	Work
239	Visiting friends/family
208	Open green space
145	Health services
98	Education

**Positive impact:** Most responses suggest that basic infrastructure such as protected cycle lanes and smooth surfaces (including footways) would positively impact walking, wheeling or cycling. Better lighting, pleasant and green spaces, as well as better crossing points were raised often.

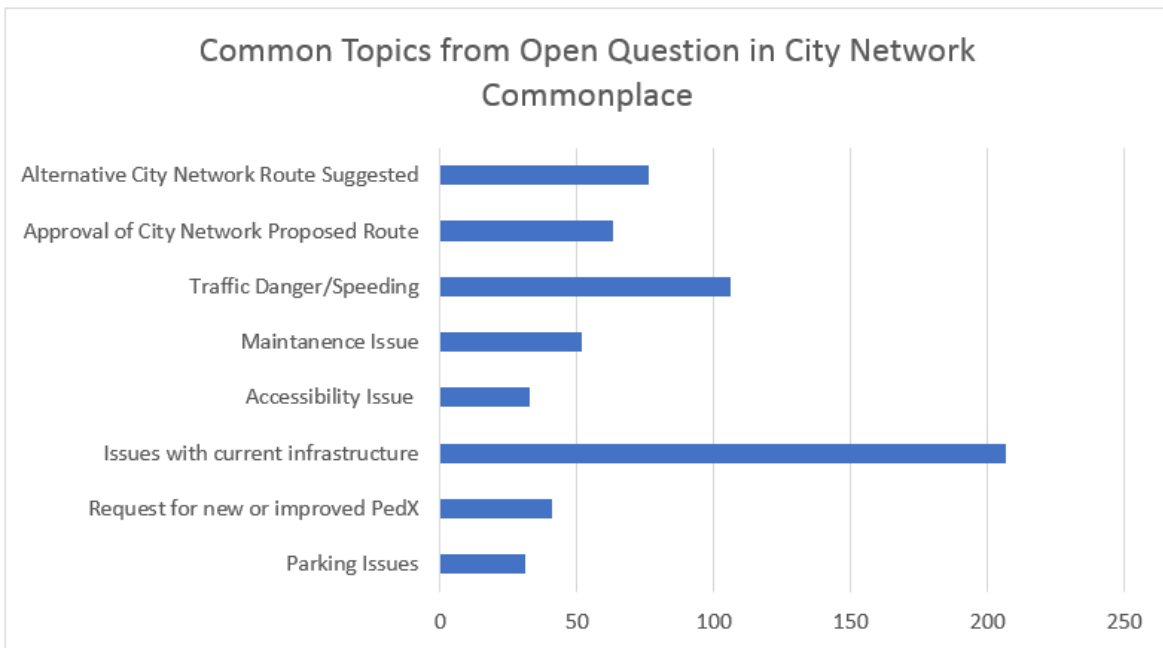
Tags		
#	Which of the following positively impacts your experience of walking, wheeling or cycling in this location. (Select all that apply)	Green represents agreement with statement Sentiment
190	Protected cycle lane	
124	Smooth surfaces	
108	Trees and greenery	
105	Well lit	
94	Good crossings	
72	Pleasant/welcoming	
43	Places to sit and socialise	

**Negative impact:** The responses reveal that motor traffic most commonly negatively impacts people’s experiences of active travel in Glasgow. Traffic danger was cited most often, but difficulties with crossings, as well as noise and pollution, are related to volumes and speeds of traffic. Accessibility was often raised as an issue, with related comments of pavement parking and narrow pavements also being raised.

## Tags

#	Which of the following negatively impacts your experience of walking, wheeling or cycling in this location. (Select all that apply)	Green represents agreement with statement Sentiment
357	Traffic danger	
235	Difficult to cross	
191	Noise and pollution	
170	Feels neglected	
131	Unclear route	
119	Not accessible	
107	Narrow cycleway	
101	Pavement Parking	
99	Narrow pavement	
93	Crowded pavements	
92	Poor signage	
74	Litter	
67	Social safety	
32	No shelter/sitting	

In the open question people then raised issues that they have with current road layouts in Glasgow for active travel. Traffic danger and speeding issues were commonly cited, as well as issues around maintenance of existing and future infrastructure. The below bar chart shows the main topics of discussion.



Specific issues for disabled people were raised in relation to the need to protect blue badge parking spaces and the ability for safe drop-off from taxis. This can enable people who use motor vehicles as a mobility aid to maintain their current levels of street accessibility. This includes better enforcement of the use of disabled bays.

*“Allow, disable drivers or passenger to access, shops even appointments”*

*“Tighten up on the badge is for use of the Disabled person/s.”*

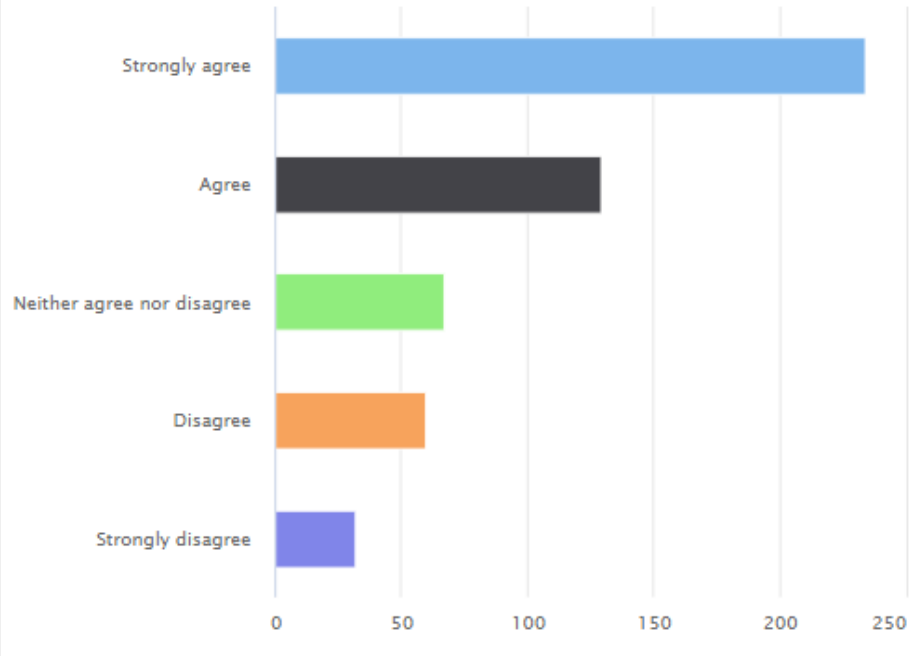
Other specific issues were raised around how missing dropped kerbs can prevent many people from crossing the road or appropriately joining the carriageway when cycling.

*“It is difficult to join the road here (on a bike) from Milnpark Gardens. There is no lowered pavement, and it is often full of parked cars.”*

### 3.4 Will the strategy help you walk, wheel or cycle more?

The final question asked whether the City Network would enable the respondents to walk or cycle for more journeys; 70% of the 522 respondents strongly agree or agree that the concept of the City Network presented would enable them to do this. See the chart below:

As well as the route/location you have commented on, do you think the network of routes shown in this map would enable you to walk/cycle for everyday journeys at this location?



## 4. Consultation engagement / workshop sessions

### 4.1 Bike for Good, Glasgow Eco Trust and Universities / Colleges events

The Cycling charity and social enterprise **Bike for Good** hosted three engagement events on the Active Travel Strategy.

The three events, with sign-up through Eventbrite, were held at different locations across the city and on different days / times to ensure that a broad cross-section of Glasgow's citizens could attend. Due to Covid-19 restrictions, these in-person events were necessarily restricted to approximately 20 attendees in total.



*In-person workshop hosted by Bike for Good at Civic House*

**Glasgow Eco Trust** hosted a similar event for their volunteers, walk and ride-leaders. Approximately 30 people were in attendance.

**Events format:** Members of the ATS team attended each event to give an overview presentation on the Strategy and City Network proposals to attendees, following which time was allocated for group discussion, then a short workshop was conducted during which attendees were asked to note down on 'sticky-notes' what they perceived to be:

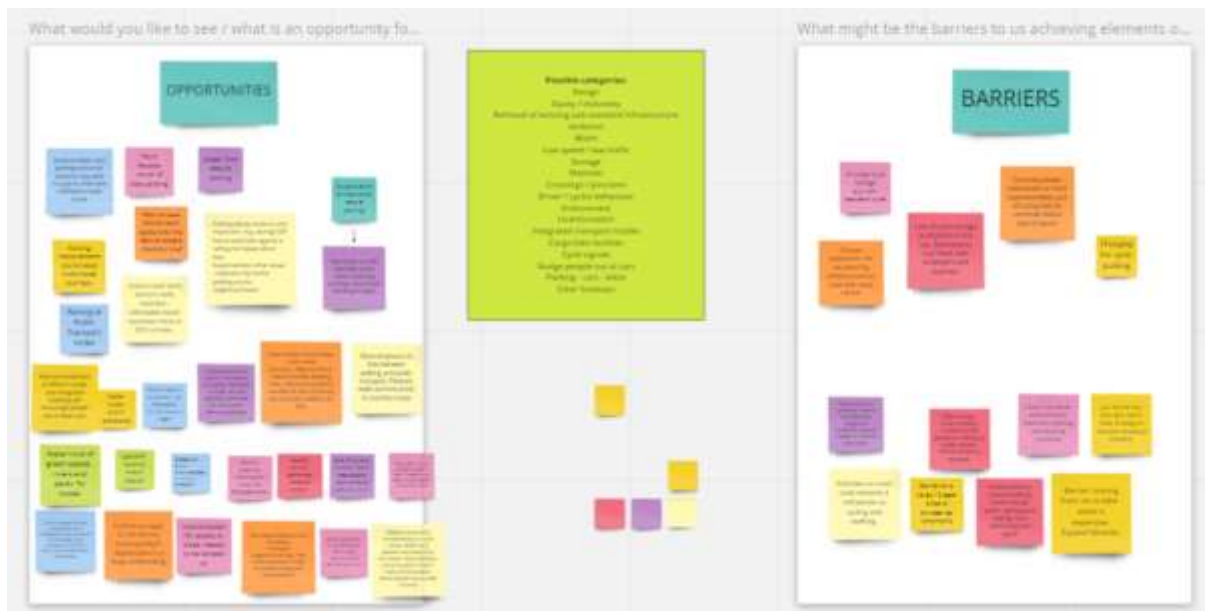
- a) opportunities for the Active Travel Strategy, and
- b) risks or barriers to GCC delivering on the Active Travel Strategy

Post events, all the comments, **totalling over 300**, were collated and again thematically categorised.



A set of comments from in-person workshop for collation and categorisation

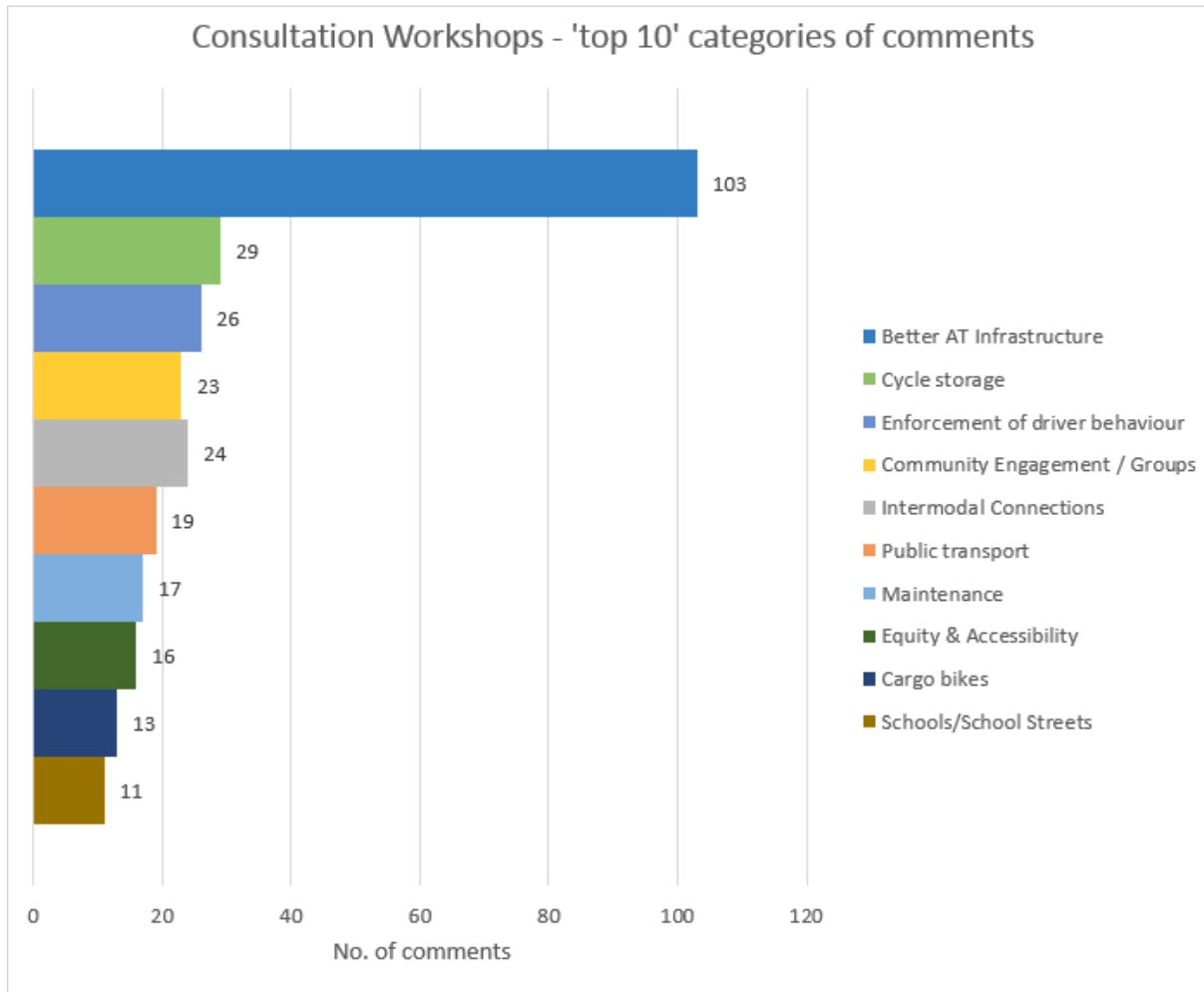
An on-line workshop was also held for representatives from several of Glasgow's **universities and colleges**. The same format as the in-person- event was used in this online setting, with a virtual white board used to record comments from two break-out room groups. Around 30 staff and students attended.



Virtual whiteboard used during engagement session with Glasgow's universities and colleges staff and student representatives

### 4.1.1 Results: Opportunities

The below bar chart shows the top categories under which the comments were allocated. Again the comments reflected those received in the Consultation Hub and Commonplace surveys, with ‘better active travel infrastructure’ the most commented category, and with cycle storage and behaviour enforcement making a strong showing. Here though, it was poor driver behaviour (rather than that of people on cycles) which featured most strongly.



Community engagement, equity and accessibility and schools were all discussed broadly in these sessions. A selection of comments from these categories are listed below.

#### Infrastructure:

- “Prioritise pedestrians then cyclists”*
- “Reduce shared use in busy areas”*
- “Consistent colour for cycle ways”*
- “Need safe routes to hospitals”*
- “Yellow signage for bikes”*
- “More traffic-free zones”*
- “Dropped kerbs at all desire lines”*
- “Prioritise pedestrians then cyclists”*
- “Roundabouts need to be bike + walking friendly”*



### **Community engagement:**

*“More focus groups with the local authority and diverse range of stakeholders”*

*“All modes of transport should be represented in discussion groups”*

*“Bottom up approach is needed - listen to the citizens and cyclists”*

*“Funding/promotion for smaller charity workplaces to provide better facilities for those who active travel or access to cycle courses, e.g. 'getting back to cycling’ “*

*“Need to reach all demographics, involve communities and link to health service”*

*“More community empowerment - e.g. what about SCFZ and private /independent schools?”*

### **Equity/accessibility:**

*“Make the network usable for everyone”*

*“People with disabilities need to be part of design process. And a recognition that different disabilities have different consequences for mobility.”*

*“Different abilities - vehicle access for all and parklets to rest”*

*“Areas of deprivation need and deserve the same stuff as affluent areas: quality green spaces; segregated cycle ways; bike share stations”*

*“Incentivisation for access to bikes, needs to be ramped up.”*

*“Active Travel' term doesn't really resonate, 'Affordable travel' resonates more”*

### **Schools:**

*“Schools prioritised for infrastructure delivery”*

*“All schools should be surrounded by car-free streets”*

*“Secondary schools SCFZ?”*

*“More community empowerment - e.g. what about SCFZ and private /independent schools?”*

*“Bikeability - more! Should be in universities not just children?”*

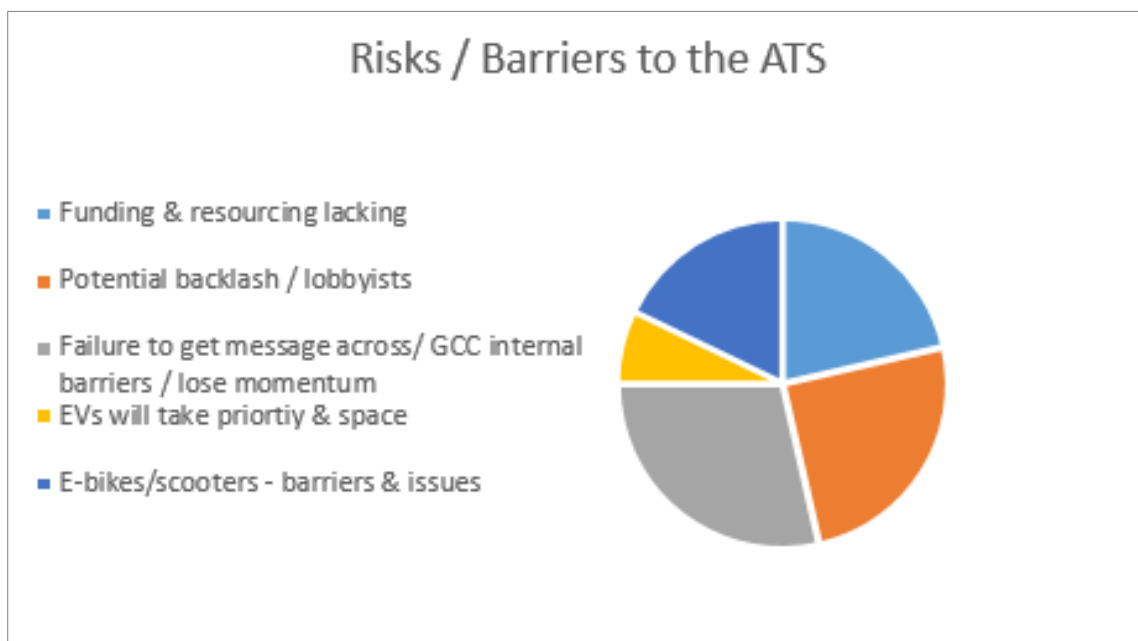
*“Start early with educating & empowering primary school communities = easy maps, incentives = reclaiming space”*

#### **4.1.2 Results: Risks**

Some of the risks to the strategy being implemented identified by the participants were that:

- there may be a lack of funding and resourcing to design, deliver and maintain the infrastructure, as well as a lack of longer term funding for third sector organisations to deliver on behaviour change activity;
- there may be a backlash from car drivers, the electric car lobby, businesses or residents, resulting in a lack of political will to deliver on the strategy;
- a failure to get the message across clearly coupled with possible internal barriers and silo working at the Council could result in missed targets, half measures and a failure to complete infrastructure programmes;
- electric vehicles growth will take priority and monopolise funding and retain street space already given over to cars;
- e-cycles and e-scooters are expensive and raise new issues around risk of theft, and may present servicing issues.

The below pie-chart displays proportionally the number of comments related to each risk category:



*Risks to the ATS identified during workshop sessions*

## 4.2 St Paul's Youth Forum event

St Paul's Youth Forum is a collection of youth focused programmes based in Provanmill in the North East of the city. Their On-Bikes project enables people of all ages to travel through the provision of a bike library and recycled bikes, as well as teaching people to fix their own cycles.

The Equality Cycles pilot project (between St Paul's YF and Rosemount Development Trust) is part of the [Scottish Government's initiative](#) to provide all children with access to a cycle.

ATS and LNP project team members joined a youth club session in order to engage with some of the young people about the Active Travel Strategy.

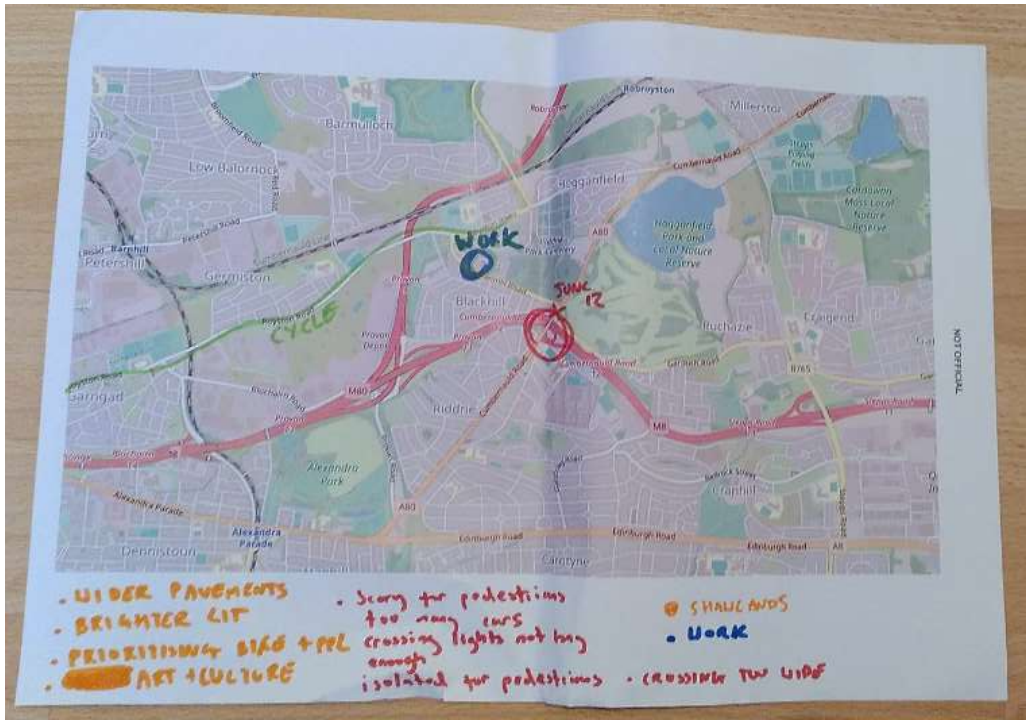
In order to hold the interest of the youths, and to work within Covid-19 health and safety measures and the dark autumn evenings, an informal discussion session was designed.

The young people talked to the project team about how they travel around their local area, where they need to travel to out with the area, and what barriers they face when trying to get about by active or sustainable travel options.

Informal maps of the local area were used to mark-up barriers, points of conflict, etc. See the map examples below.



St Paul's Youth Forum session (a)



St Paul's Youth Forum session (b)

## 5. Discussions as part of Consultation engagement

### 5.1 Direct Responses

Feedback to the consultation was received from a number local and national organisations and other groups (or individuals).

The feedback was received from:

- Glasgow Disability Alliance\*
- Glasgow Centre for Population Health
- Cycling Scotland
- Living Streets Scotland
- Living Streets Glasgow Group
- Paths For All
- Nature Scot
- East Dunbartonshire Council
- University of Glasgow
- GoBike
- Cycling Without Age Scotland
- North Kelvin Community Council
- All political parties
- Clydeplan / Strathclyde Passenger Transport (SPT)/ Green Network combined response

\*The ATS team joined two online discussion sessions with Glasgow Disability Alliance members, each session lasting 1.5 hours. The notes of the discussions have been collated and included within this longer summary of feedback from the above organisations.

The feedback from the other organisations was direct rather than resulting from an individual conversation.

The comments were varied, from technical elements of the City Network and other infrastructure design; concerns to ensure wide and equitable access to cycles and training and routes; requests to strengthen the dialogue around walking in the strategy; to provision of cycle storage.

### 5.2 Political Groupings

The ATS team met with Councillors from all the main political groups, with each Teams discussion lasting approximately 1 to 2 hours.

### 5.3 Community Councils

An online consultation discussion took place with representatives from several of Glasgow's Community Councils. The meeting was a joint consultation event between the Glasgow Transport Strategy and the Active Travel Strategy.

The meeting took place on a Saturday and lasted approximately 1.5 hours.

#### 5.4 GCC's Active Travel Forum meeting

Members of GCC's Active Travel Forum have played an important role in the development of the Active Travel Strategy, through in-depth individual conversations and regular group meetings.

A Forum meeting was held during the ATS consultation period which enabled the Council officers to update the members on the progress with the overall Active Travel Strategy, the City Network and the consultation, and to outline the next steps to be taken for the Behaviour Change and Sport and Recreational Cycling Strategies, which will be outputs from Themes 2 and 3 of the ATS, and deliverable in September 2022.

## Appendix A: Programme of Stakeholder sessions

Live activity	Details	Date
GCC Liveable Neighbourhoods at Clay Café, Bardowie Street	Drop-in for local residents	Fri 22 <sup>nd</sup> Oct 12-4pm
Woodside Making Places - Queens' Cross Housing Association	Drop-in design consultation for local residents	Sat 23 <sup>rd</sup> Oct 10am-1.30pm
GCC Liveable Neighbourhoods at Langside Library	Drop-in for local residents	Tues 26 <sup>th</sup> Oct 5-7pm
GCC Liveable Neighbourhoods at Toryglen Community Base	Drop-in for local residents	Weds 27 <sup>th</sup> Oct 10am-12.30pm
GCC Liveable Neighbourhoods at Saracen Street Parish Church	Drop-in for local residents	Thurs 28 <sup>th</sup> Oct 2-5pm
Dr Bike at Broomielaw (for COP26)	Walking & cycling commuters and passers by	Weds 3 <sup>rd</sup> Nov 4-6pm
Dr Bike at Kelvinhaugh Rd (for COP26)	Walking & cycling commuters and passers by	Tues 9 <sup>th</sup> Nov 8.30-10am
Bike for Good, West hub	Presentation by ATS team with further discussion/workshop	Tues 9 <sup>th</sup> Nov 6-8pm
St Paul's Youth Forum, Blackhill	Youth session using mapping and discussion	Thurs 11 <sup>th</sup> Nov 4-7pm
Bike for Good, South hub	Presentation by ATS team with further discussion/workshop	Sat 13 <sup>th</sup> Nov 2-4pm
Glasgow Eco Trust, Scotstoun	Presentation by ATS team with further discussion/workshop with walk/ride leaders & volunteers	Tues 16 <sup>th</sup> Nov 1-3pm
Bike for Good, Civic House hub	Presentation by ATS team with further discussion/workshop	Fri 19 <sup>th</sup> Nov 11am-1pm
Bikes for Refugees, Govan	Cancelled due to lack of pre-interest	<del>Weds 17<sup>th</sup> Nov, 3-4.30pm</del>
Online activity	Details	Date
Green Party Councillors group	Presentation by ATS team with further discussion	Weds 3 <sup>rd</sup> Nov 11.30am-12.30pm
Glasgow Disability Alliance Session 1	Presentation by ATS team with further discussion	Fri 12 <sup>th</sup> Nov 10.30am – 12pm

Community Councils with GTS	Presentation on GTS policies followed by ATS team, with further discussion	Sat 13 <sup>th</sup> Nov 10am-12pm
Labour Party Councillors group	Presentation by ATS team with further discussion	Mon 15 <sup>th</sup> Nov 10-11am
SNP Councillors group	Presentation by ATS team with further discussion	Mon 15 <sup>th</sup> Nov 1-2pm
Conservative Councillors group	Presentation by ATS team with further discussion	Mon 15 <sup>th</sup> Nov 3.30-4.30pm
GCC Active Travel Forum	Updates and further discussion	Tues 16 <sup>th</sup> Nov 10am-12pm
Universities & colleges cross-departmental representation	Presentation by ATS team with further discussion	Thurs 18 <sup>th</sup> Nov 9.30-11am
<del>Glasgow Life Good Moves Health Walk leaders</del>	<del>Cancelled due to lack of pre-interest</del>	<del>Friday 19<sup>th</sup> Nov, 2-3pm</del>
Glasgow Disability Alliance Session 2	Presentation and further discussion following on from Session 1	Tues 14 <sup>th</sup> Dec 10.30am – 12pm



## Appendix B: Summary of Consultation Hub Survey questions

Summary of questions within the Consultation Hub online survey	
Theme 1 Connectivity, People and Place	Q1. Please indicate whether you agree or disagree with the overall approach in the above theme outline.
	Q2. Please indicate whether you agree or disagree with the following actions proposed by Glasgow City Council in this theme.
Theme 1 action	Q2.1. Overall traffic reduction.
Theme 1 action	Q2.2. Improve connection between neighbourhoods.
Theme 1 action	Q2.3. Pursue rapid delivery of a linked-up citywide functional well-maintained cycle network by 2031.
Theme 1 action	Q2.4. Ensure our streets are accessible to all through actions like clearer footways and more dropped kerbs.
Theme 1 action	Q2.5. Reduce barriers to walking by preventing parking on pavements and increasing parking enforcement.
Theme 1 action	Q2.6. Introduce more safe crossing points across main roads.
Theme 1 action	Q2.7. Reduce excessively long pedestrian waits at junctions.
Theme 1 action	Q2.8. Improve connections to open space such as along canals, rivers, old railway lines and other 'green network' routes.
Theme 1 action	Q2.9. Ensure accessible routes to public transport hubs that are well-lit and with good widths to provide a comfortable environment.
Theme 1 action	Q2.10. Ban advertising boards, like Edinburgh, to help keep footways clear on shopping streets.
Theme 1 action	Q2.11. Introduce more benches and resting opportunities, clearer footways, dropped kerbs/level footways, and better road crossings.
Theme 1 action	Q2.12. Ensure that appropriate accessible parking and drop-off locations are included in street design and at destinations.
Theme 1 actions implementation (space reallocation) - closed question	Q3. Please indicate whether you agree or disagree that to implement the actions above Glasgow should revamp neighbourhood streets so that they become more people-friendly, enjoyable and attractive places by reallocating space from unsustainable transport (e.g. provide more space for people by narrowing the width of streets, re-allocate parking spaces)?
Theme 1 open question	Q4. After reading the Active Travel Strategy, are there any actions missing from this theme to achieve the desired outcomes? Please use the space below for comments.

City Network	Q5. Please indicate whether you agree or disagree that Glasgow City Council should focus on the following actions about the City Network.
City Network priority	Q5.1. <i>Prioritise connecting the existing infrastructure to initially create localised networks which can then be expanded to the whole city.</i>
City Network priority	Q5.2. <i>Focus City Network investment on locations of highest risk and interaction such as junctions and bus stops, while straight-forward links use simple bolt down materials to speed up delivery and lower costs.</i>
City Network priority	Q5.3. <i>Continue to expand its Nextbike (Ovo Bikes) cycle-rental scheme in line with introducing new infrastructure.</i>
Theme 2 Unlocking Change	Q6. Please indicate whether you agree or disagree with the overall approach in the above theme outline.
	Q7. <i>Please indicate whether you agree or disagree with the following actions in this theme proposed by Glasgow City Council.</i>
Theme 2 action	Q7.1. <i>Promote and support walking and cycling training for all.</i>
Theme 2 action	Q7.2. <i>Support the provision of training for cycle mechanics.</i>
Theme 2 action	Q7.3. <i>Support group activities in communities and workplaces.</i>
Theme 2 action	Q7.4. <i>Deliver Bikeability cycle training in every school in Glasgow.</i>
Theme 2 action	Q7.5. <i>Supporting walking buses and bike trains in the city's schools, to enable children to get to and from school safely.</i>
Theme 2 action	Q7.6. <i>Continue to enhance and support new ways of accessing cycles, such as cycle to work schemes, monthly subscription schemes which include maintenance and repairs, loans of cycles through 'bike pools' or libraries, refurbished cycles for sale at low cost, and 'swap fleets' for children's cycles.</i>
Theme 2 action	Q7.7. <i>Providing improved access to adapted bikes and training to enable people with disabilities to cycle.</i>
Theme 2 action	Q7.8. <i>Support trials of e-cargo bikes for businesses, community organisations and families to move around goods, materials and shopping as they can outperform light vans in terms of investment and running costs, speed in congestion and environmental impact.</i>
Theme 2 action	Q7.9. <i>Offer training programmes so that people of all ages and abilities gain the skills, confidence and competence to make cycling and walking part of their everyday lives.</i>
Theme 2 action	Q7.10. <i>Every school pupil in Glasgow to receive training and a range of other measures - which includes infrastructure changes and access to equipment – to be</i>

	<i>able to walk, cycle or wheel for all or part of their everyday journeys.</i>
<i>Theme 2 action</i>	<i>Q7.11. Do more to encourage people to walk or cycle more, particularly under-represented groups.</i>
Theme 2 open question	Q8. Are there any actions missing from this theme to achieve the desired outcomes? Please use the space below to leave any comments.
Theme 3 Thinking Differently	Q9. Please indicate whether you agree or disagree with the overall approach in the above theme outline.
	Q10. Please indicate whether you agree or disagree with the following actions in this theme proposed by Glasgow City Council.
<i>Theme 3 action</i>	<i>Q10.1. Regular traffic-free 'open streets' throughout the city where anybody, of any age or ability, can come together to sociably walk, wheel or cycle, perhaps linked with other arts, sporting and activities.</i>
<i>Theme 3 action</i>	<i>Q10.2. We need to address misconceptions and social barriers, and help foster positive attitudes to encourage those who have not walked or cycled much before.</i>
<i>Theme 3 action</i>	<i>Q10.3. Develop a centralised information hub about active, sustainable and multi-modal travel options for residents and tourists.</i>
<i>Theme 3 action</i>	<i>Q10.4. Promote proposals for venues for urban sports - which can include BMX, skateboarding and free-running.</i>
Theme 3 open question	Q11. Are there any actions missing from this theme to achieve the desired outcomes? Please use the space below to make any comments.
How will the strategy affect you - closed question	Q12. Would you be more likely to walk and cycle in Glasgow if the policies and actions outlined in the Active Travel Strategy were largely implemented?
Final Comment open question	Q13. If you would like to leave any comments please use the space below.

## Appendix C: Commonplace survey questions

### About this place

Are you commenting on a future, existing or missing route?

Please select...

What route or street are you commenting on?

If applicable: what does (or what would) this route connect you to?

Social & leisure venues

Shopping facilities

Work

Open green space

Education

Health services

Visiting friends/family

Other

How important is this route to you?

Not important

Very important

Which of the following positively impacts your experience of walking, wheeling or cycling in this location. (Select all that apply)

Places to sit and socialise

Smooth surfaces

Trees and greenery

Protected cycle lane

Good crossings

Pleasant/welcoming

Well lit

Other

Which of the following negatively impacts your experience of walking, wheeling or cycling in this location. (Select all that apply)

Pavement Parking

No shelter/sitting

Litter

Not accessible

Unclear route

Noise and pollution

Difficult to cross

Feels neglected

Narrow cycleway

Traffic danger

Poor signage

Social safety

Crowded pavements

Narrow pavement

Other

As well as the route/location you have commented on, do you think the network of routes shown in this map would enable you to walk/cycle for everyday journeys at this location?

Please select...

Is there anything else you would like to tell us about this location?

This comment will be public. Please don't mention any personal details.

## Appendix D: Notes from Active Travel Forum, 16th November 2021

Notes of Forum discussion, incorporating comments typed into the MS Teams 'chat' window

Comment / Discussion Point	ATS team response
ATF members prior to the meeting had been issued with relevant links to the information and online engagement sites for the ATS consultation including the Commonplace mapping site.	
Meeting commenced with an introduction by City Convenor for Sustainability and Carbon Reduction, following which the ATS team gave an update on the ATS and the consultation, including presentation on the City Network and the development of its proposals.	
All: Discussion around the City Network and the definition of whether it is a cycling network or an 'active travel' network for walking and cycling.	Noted for strategy wording
Participant requested definition of a 'strategic transport corridor' and cited the issues with Maryhill Rd with its physical constrictions/pinch points which means there's not enough room for cars / bus/ cycle lanes.	Discussion this and noted for stronger clarification in strategy
Participant noted that the narrative in the strategy is confused. The City Network should not be attached to a certain group of people and we should be designing so the two modes complement each other. Agreement from GCPH over the confused semantics and that it should be clearer in the Strategy whether the City Network is for cycling or multi-modal. It should be more clearly stated that it is part of a wider network as people will always choose more pleasant off-road routes (away from traffic).	Noted and wording strengthened in strategy
St Paul's YF noted from Commonplace the lack of input from the NE of the city where the community is technology poor.	Noted Engagement session held with the youths at St Paul's YF
GoBike noted an extensive walking network already exists in terms of footways, though agreed much of it is not good for walking or wheeling. Believe Victoria Road demonstrates that improved public realm results from cycling infrastructure, thereby bringing benefits to all modes/people. However,	Agreed and wording strengthened in strategy

<p>noted the Strategy needs to better describe that the City Network (cycling infrastructure) will also improve walking and wheeling conditions at the same time.</p>	
<p>The point that cycling infra can and should improve things for walking partially agreed with. The UK has not yet entirely worked out how to design active travel corridor infra (including driving) so it functions fully for everyone.</p>	
<p>Additionally needs clarification in the strategy that junctions and points of interaction between people &amp; modes will be prioritised.</p>	<p>City Network delivery plan</p>
<p>Living Streets Scotland added that there is not a walking network and cycles can be a barrier to people walking.</p>	<p>Noted</p>
<p>GCPH pleased there is more funding for AT currently but questioned the 2030 timescale, particularly considering the long delays the city has already experienced in delivering other cycle infrastructure. How can it be accelerated? Noted a real inequality in the standard of pavements. Maintenance of these and new infrastructure needs to be prioritised.</p>	<p>Noted and agree regarding delivery timescale. City Network delivery plan to address roll out of network, and maintenance proposals.</p>
<p>Is there AT funding from the ScotGov ear-marked for repair and maintenance?</p> <p>There is acceptance that the road network has to be maintained. No provision for maintaining the pedestrian network (other than footways).</p> <p>Do not wish to seed feuds between AT modes, concentrate on curbing motor traffic instead.</p>	
<p>GCC Access Officer noted that there are two networks – cycling &amp; walking – and the overlap is probably not as great as we possibly think. Pavements in themselves do not make a functional walking (or wheeling) network.</p> <p>Off-road routes are often the most direct routes for pedestrians (much more</p>	<p>Noted and for further consideration</p> <p>City Network to include upgrades to footways as part of roll out</p>

<p>direct than walking around the street network) and need investment in them.</p> <p>Need to ensure that the 'up-front' focus on on-road infrastructure does not mean that it's assumed the 'green routes' will 'look after themselves'. Currently no budget for looking after off-road routes that are not on Council-owned land (e.g. NCRs).</p>	
<p>PFA: Walking infrastructure is more than just resurfacing pavements and a few crossings.</p>	
<p>People who cannot cycle somewhere, can generally still get to places, people who cannot access pavements often end up staying at home. This means not only is there no active travel, but there is no activity.</p>	
<p>Query over footways / continuous pavements / side junctions. Discussion around junction design on some cycle infrastructure.</p> <p>Requirement to standardise design across the city, especially at junctions, to save long consultation and design process delaying progress. Infrastructure that is also trying to bring about cultural change needs to be consistent across the city so drivers and people walking/cycling/wheeling can get used to it.</p> <p>Some junctions with wide turning angles (e.g. on SCW) which have been heavily criticised by the public have not been amended retrospectively by GCC.</p>	<p>GCC ATS project officer explained that junctions, bus stops and crossings (interaction points) would be the first focus, then the connectors. Used the example of the SCW side street conflict where it should be clearer that cycling and walking goes straight across the junctions. City Network design will look at reducing the volume of turning traffic – this supports pedestrians as well as those on bikes. Work with the LNP to reduce overall traffic levels.</p>
<p>A-board and clutter bans. Victoria Road in theory has improved the public realm for walking but the clutter and pinch points are poor in places. The ironic side effect of things like pavement cafes, which we clearly do want to encourage! It's these little details that end up mattering a lot for walking.</p>	<p>Noted</p>
<p>Active Travel network needed to reduce emphasis on motor traffic. Avoid latent</p>	<p>Noted</p>

conflict between pedestrians and cyclists.	
Question raised about by-passing the 'usual processes' (of consultation) to aid roll out of the city network as it is a climate emergency.	City Network will be consulted on as this is a legal requirement. Spaces for People means that there is better experience now of utilising temporary TROs. A sequential roll-out/ smart working means that measures with a less involved legal process could be rolled out first. Noted the importance of building trust between GCC and its residents.
Could comments on the LN and AT consultation be picked up and realised as TTROs quickly? That also fights consultation fatigue. Do a "you said, we did" kind of thing.	Noted for consideration. Consultation is a legal requirement and necessary to bring the public along.
Further discussion around the number of collisions on 30mph roads. Request to stop using speed bumps around the city.	Design will be built-in so traffic is automatically slowed to 20mph. Also see Road Safety Plan.
Noted that space for buses needs to be improved to encourage more people to use the bus to help reduce overall traffic volumes.	Agreed and noted
ATS team next gave a brief verbal update on the consultation activity. Thanked the various members of the Forum and their organisations for assisting with hosting a number of engagement events.	
ATS team outlined the next steps for Themes 2 and 3 of the strategy. A Behaviour Change strategy and action plan would be developed as a key output of Theme 2, to be published in September 2022. Similarly a Sport & Recreational Cycling Strategy and action plan would be developed as a key output of Theme 3, publishing September 2022. Ongoing discussions with relevant internal and external stakeholders to progress this work.	
All: Some discussion around Themes 2 and 3 of the strategy which are the softer 'behaviour change' measures. Suggestion that infrastructure should come before behaviour change. Requirement to also tackle car use, which should also be considered within the behaviour change elements of the strategy.	Noted The Behaviour Change Strategy will include messaging and promotional campaigns. Policies on traffic demand management will be within the GTS.
Relevant to COP26 (currently ongoing), request that key walking / cycling routes are protected and kept open during major events.	Noted but currently out with ATS control / remit
All: agreement that 'pop-up' events on closed roads / piloting closed roads	Noted and strategy adjusted



around the city could galvanise change. Strengthen the narrative in the strategy around this – need to be ‘opening’ the road up to something rather than just ‘closing’ it to traffic.	
UoG suggestion that University Avenue would be perfect for a closure, linking Kelvin Way. University would be supportive, but requirement to redirect buses. GoBike happy to share their experience of organising car-free events (e.g. Kelvin Way several years ago).	Noted with thanks
Request for mass cycle event on closed roads.  Point made that cycling should be promoted as a mode of transport and not only sport/hobby.	Glasgow Life team looking into this for UCI Championships. Legacy & Impact group looking at promoting cycling for every day.
Discussion around filtered permeability. Simple measures can be used effectively, e.g. use planters from local nurseries, create play spaces next to them and other features that can help bring people together - show the possibilities to local residents. Request from University of Strathclyde to give this more prominence in the strategy.	Agreed that temporary measures are a good way to trial and start to embed new schemes / measures. Noted for strategy wording
Request also to expand the definition of Active Travel to include just being outside in local area / spaces for people / chatting to neighbours.	Noted to make ‘streets for people’ more visible within the strategy.
GoBike request for GCC to set up a working group to look at how to better manage utility works so that pedestrians and those on bikes are not inconvenienced. Particularly important for consideration during the roll out of the City Network.	Noted to look at this
Meeting close	

## Appendix E: Notes from Community Council discussion session

### Held Saturday 13th November in relation to two Glasgow City Council consultations

#### Introduction

This is a summary note of the discussion points made at an online discussion session on Saturday 13<sup>th</sup> November 2021 on two Glasgow City Council consultations:

- The Glasgow Transport Strategy: Policy Framework discussion and consultation
- The Glasgow Active Travel Strategy consultation

#### Attendees

All Community Councils were invited to the session. In attendance were:

Govan Community Council
Merchant City & Trongate Community Council
Auchenshuggle/Tollcross Community Council
Dennistoun Community Council
Hurlet & Brockburn Community Council
High Knightwood & Anniesland Community Council
North Kelvin Community Council
Dowanhill, Hyndland and Kelvinside Community Council
Craigton Community Council

#### Structure of the discussion

The two hour session was split into two parts. The first hour focused on a discussion of the Glasgow Transport Strategy Policy Framework, with a presentation by Deborah Paton, Connectivity Plan Group Manager and discussion. The second session was focused around the Active Travel Strategy with a presentation by Derek Dunsire, Liveable Neighbourhoods Group Manager, and discussion.

#### Policy consideration points for the Active Travel Strategy & actions

From the discussion on the Active Travel Strategy, the following points were noted as points to consider for the final Strategy:

- For Behaviour Change Strategy - links to Road Safety Unit and other education campaigns: schools need to provide good education/training to young people to treat their fellow citizens well, how to share roadway space. Good design of road space slows traffic speed in neighbourhoods, enabling cycling on quieter roads.

Good protected infrastructure encourages more people on bikes to use them rather than footways.

ATS Response: Agreed, the ATS team recognises that safe school streets are required while behaviour campaigns support young people to travel actively in their neighbourhoods and to school. Actions are incorporated within themes 2 and 3 of the ATS to cover this. A separate Behaviour Change Strategy will be developed for publication September 2022.

- Neighbourhood network: clear footways, e.g. point about EV chargers/ cycle parking. Leaves and flooding on corners of main roads; need clear pavements to encourage walking (maintenance).

ATS Response: noted for the strategy and City Network delivery plan and neighbourhood networks. Clear footways is an action point. Maintenance is also a key consideration of the strategy.

- City Network – Question: How are decisions made about which roads get cycle lanes? To be clear about this as City Network develops.

ATS Response: Noted. City Network delivery plan will cover the process for this.

- Specific action: ATS project officer to meet with Pollok Community Council – arranged for December 2021.

Action completed in December.

